

RAILWAY MODELLER

Framplington

A ride through sylvan Suffolk



Brewer's fare

Operating Pete Goss' Copper, Wort & Co Ltd

Museum of Transport

A heritage vehicle treasury in 4mm scale

Ashton Steel

A micro marvel layout for the modern age

Sweet Caroline

A RAILWAY MODELLER exclusive – Ben Ando reveals the story behind this new model from Revolution Trains

Haydon Square

Railway rivalry and altered history in this tale from the East End

Reviewed inside ...

Hornby Stephenson's Rocket Train Pack in OO
Hornby GWR 'sliding door' Mk.IIIIs in OO
IRM beer keg wagons in OO

Loctern Quay

An award winning shunting scene in OO9

Exe Halt in N

Featuring an all-in-one baseboard idea

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RAILWAY MODELLER

Contents

September 2020 vol 71 No.839

678 Haydon Square E1

Railway of the Month

This O gauge layout, which depicts an inner suburban station in London's East End, was built by members of the Farnham & District Model Railway Club.

686 Ipswich

Plan of the Month

Ian Stock proposes an plan for Ipswich station in N, which takes its lead from the way modellers tend to build layouts in the USA, where huge layout schemes often depict railway networks rather than a single scene.

690 Framplington

Richard Coleman, John Norton and George Woodcock take us for a ride back to the idyllic 1960s with this OO gauge depiction of a forgotten byway in Suffolk.

697 A cross-harbour passenger ferry

Giles Barnabe raids his scrap box for suitable parts to help transform a toy boat into a useful OO accessory for a waterside scene.

698 Talking Points

Topical issues from the world of railway modelling. This month, Nigel Adams reports on the strategy which the Talyllyn Railway is adopting to get passengers back onto its trains amidst the ongoing health crisis.

700 Museum of Transport

Having attended more than 220 exhibitions, Robin Brogden's 4mm scale celebration of land, sea and air transport is a veteran of the UK exhibition circuit.

707 Exe Halt

Inspired by the former GW line through the beautiful Exe Valley in Devon, Stephen Searson built this oval-shaped layout which sits within a unique monocoque framework.

710 Operating Copper, Wort & Co. Ltd Scale Drawings

In this third instalment describing his new layout Peter Goss reveals how this unusual Edwardian period freight-only railway is stocked and operated.

714 Sweet Caroline

As revealed in our July issue, Revolution Trains is producing a model of the former Southern Region manager's saloon *Caroline* in OO gauge. Ben Ando of Revolution Trains describes how a company goes about turning such a historic vehicle into a model.

718 Ashton Steel

Micro Marvel

A post-Privatisation portrayal of a steel distribution depot by Ashley Toone, which has a scenic section measuring just 4' x 1', modelled in OO.





718



722



721



730

RAILWAY MODELLING *Explored*

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

733 Just for fun – Wendsleydale

Derek Reeve describes this whimsical project in O-16.5, which all started when a rock face he was making looked like it was made of cheese...

736 West Wythenshaw tram stop

Greg Mape demonstrates how to make an auto-shuttle railway scene. Although he used a HO scale tram model, the method can be applied to any train model in any scale.

738 A shunting puzzle for the grandchildren

Les Fordham explains how he created a small Inglenook shunting layout to assist in keeping his grandchildren occupied during the health crisis restrictions.



736

WHAT'S ON THE COVER



690

710

700

718

714

678

Cover photograph by Steve Flint

721 A Stronach-Dutton road-rail tractor in 4mm

Hugh Norwood describes this very unusual prototype and how he depicted it in model form.

722 Loctern Quay

Michael Campbell describes this OO9 layout built for a competition using items from the Petite Properties range of structure kits.

726 Appleton Dene

Tony Clarke explains why the decision was made to reduce the overall length of this 7mm narrow gauge layout, which was featured in our November 2013 issue.

730 Seeds of Change

We go through Kieran Lagan's railway room door as he describes the evolution of his extensive Irish-outline system – Kirley Junction – in OO.

739 Comment

Opinions and observations across the field of railway modelling. This month, Richard Bardsley explains why he believes amassing unfinished projects is no bad thing.

740 Readers' Letters

742 New Product Reviews

Including this month the new Stephenson's Rocket Train Pack in OO from Hornby; Beer keg wagons from Irish Railway Models in OO; GWR-liveried Mk.III 'sliding door' coaches in OO from Hornby; magnetic couplings from GLR Bespoke Services for OO and O, and more.

748 News

Including the crowning of Railway Modeller as 'Magazine of the Year' in the Specialist Interest category at the 2020 Newspaper & Magazine Awards; KR Models proposes a Bulleid 'Leader' and Clayton DHP1 in OO; Heljan announces more Class 50s in O; Scalescenes releases a new downloadable boxfile layout kit; Flangeway serves up Salmon samples in OO, and more.

39a 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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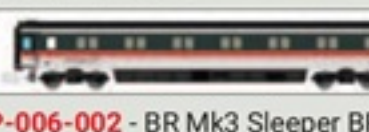
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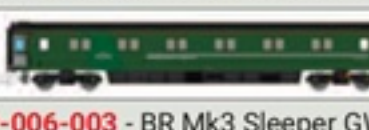
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GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

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

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



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

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted
Transformer
16V or 12V DC 1.1a



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PRICES

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GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
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Panel Mounted Controllers (Orange text shows transformer required)

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GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WN1)	£49.95
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(All GMC-T1/M1/WN1)

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GMTFK2	Transformer Fitting Kit for T2	£15.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

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31-676A Class 85 No. E3057 BR Electric Blue.....£161.95



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372-250 Thompson 3rd Class Corridor LNER Teak.....£35.95
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42-204 Low Relief Bonded Warehouse.....£42.95
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371-180A Class 40 No. D248 BR Green L/C with Disc Headcode.....£135.95

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7F-031-008 6 Wheel Milk Tanker CWS Green No. 4409.....£72.99
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7D-015-003 Class 122 DMU No. W55012 Regional Railways.....£254.99
7D-015-004 Class 122 DMU No. W55006 BR Blue.....£254.99
7D-015-005 Class 122 DMU No. W55004 BR Green with speed whiskers.....£254.99

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31-379 2EPB 2 Car EMU Set No. 5771 BR Green.	£109.95
31-461A C Class 0-6-0 Steam Locomotive No. 1294 Southern Railway Black.	£69.99
31-615 V3 Steam Tank Locomotive No. 67690 BR Lined Black E/E, straight pipes.	£73.99
32-067A Class 43 Warship Diesel Locomotive No. D836 "Powerful" BR Blue.	£94.95
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32-176 LMS Crab Steam Locomotive No. 42765 BR Lined Black E/E.	£82.99
32-178A LMS Crab Steam Locomotive No. 13174 LMS Lined Black.	£81.99
32-279A K3 Class Steam Locomotive No. 1304 LNER Lined Black.	£88.99
32-281 K3 Class Steam Locomotive No. 61862 BR Lined Black E/E.	£88.99
32-289 Class 101 2 Car DMU BR Refurbished White & Blue.	£136.95
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32-575A Ivatt Class 4MT Steam Locomotive No. 3000 LMS Black.	£82.99
32-992 Wickham Type 27 Trolley Car BR Engineers Yellow.	£45.95
33-831 25 Ton Queen Mary Brake Van SatLink, weathered.	£17.99
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34-328A 50ft Ex LMS Pill Parcells Van No. M31253 BR Blue, weathered.	£19.99
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37-115 7 Plank Fixed End Wagon L.C.I. Chance & Hunt Ltd.	£11.95
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38-105 Triple Pack 34 Ton PNA Wagons Railtrack 5 Rib, weathered.	£41.99
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38-550A Midland 20T Brake Van BR Grey (with Duckets).	£17.95
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38-604 21 Ton Grain Hopper BR PO Worthington Grey.	£16.95
39-002 Twin Pack BR Mk2A BFK HST Barrier Vehicles BR Blue.	£54.99
39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.	£27.95
39-026E BR Mk1 SK Second Corridor Coach No. M24911 BR Maroon.	£27.95
39-082B BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast.	£27.95
39-100C BR Mk1 RU Restaurant Car No. E1974 BR Blue & Grey.	£27.95
39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.	£27.95
39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.	£27.99
39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.	£27.99
39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.	£28.99
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.	£27.99
39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.	£27.95
39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream.	£27.95
39-186 BR Mk1 BG Full Brake Coach QRX No. ADB 975612, weathered.	£27.99
39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.	£27.99
39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.	£27.99
39-225A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.	£27.99
39-226C Mk1 BCK Brake Composite Corridor Coach No. M21026.	£27.99
39-242 BR Mk1 FO First Open Coach No. M3002 BR Blue & Grey.	£27.99
39-250A BR Mk1 RFO Restaurant Car No. M5 BR Blue & Grey.	£27.99
39-264A BR Mk1 RMB Miniature Buffet Car Blue & Grey.	£29.99
39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE.	£28.99
39-274 BR Mk1 GUV No. E93326 BR Blue & Grey InterCity Motorail.	£27.99
39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.	£41.99
39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.	£41.99
39-361A BR Mk2a TSO Tourist Second Open Coach No. E5406 BR Blue & Grey.	£29.99
39-410A BR Mk2a BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.	£28.99
39-412A BR Mk2a BFK Brake First Corridor Coach No. 17097 Network SouthEast.	£27.99
39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.	£28.99
39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.	£28.99
39-528A Ex-Southern CCT Covered Carriage Truck No. S1751 BR Blue, weathered.	£26.99
39-529 Ex-Southern CCT Covered Carriage Truck No. ABD975276 BR.	£23.99
39-578 BR Auto Trailer No. W234 BR Crimson & Cream.	£49.99
39-579 BR Auto Trailer No. W236W BR Unlined Maroon.	£49.99
39-580 BR Auto Trailer No. W231W GWR Chocolate & Cream as preserved.	£49.99
39-777A LMS 50ft Inspection Coach No. M45030M BR Blue & Grey.	£39.99

BACHMANN SCENECRAFT

44-0009 Container Terminal Crane.	£96.99
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44-004 Provender Store.	£26.99
44-004 Rail over River Bridge.	£24.95
44-0043 Waiting Room and Ladies.	£14.95
44-0049 Incline Winding House.	£17.99
44-006 Corrugated Goods Shed.	£26.99
44-0061 Twin Track Footbridge.	£44.99
44-0062 Platform Subway.	£9.95
44-0065 March Station Waiting Room.	£33.99
44-0066 March Station Ticket Office.	£33.99
44-0067 March Station Facilities and Stores.	£33.99
44-0074 Downham Market Signal Box.	£26.99
44-0076 Watermill.	£32.99
44-0080 Beach Huts.	£13.99
44-041 Sanding Plant.	£19.99
44-054 Industrial Silo.	£23.99
44-065 Art Deco Platform Centre Building.	£26.99
44-066 Art Deco Station Building.	£57.99
44-582 Musketeer Caravan.	£17.99

HELJAN

1320 1366 Steam Locomotive No. 1366 GWR Green with Shirtbutton emblem.	£89.99
1322 1366 Steam Locomotive No. 1370 GWR Green with GWR lettering.	£89.99

HORNBY

R3373 Class 71 Electric Locomotive No. E5001 BR Green with small yellow panel.	£99.99
R3376 Class 71 Electric Locomotive No. E5022 BR Green with no yellow ends.	£94.99
R3397 LMS Suburban Passenger Train Pack - Limited Edition.	£149.99
R3398 Lyme Regis Branch Line Train Pack - Limited Edition.	£129.99
R3399 EWS Freight Train Pack - Limited Edition.	£139.99
R3406 J50 Class 0-6-0T Steam Locomotive No. 14 Departmental BR Black L/C.	£62.99
R3407 J50 Class 0-6-0T Steam Locomotive No. 68959 BR Black E/E.	£62.99
R3408 4-6-0 6000 King Class Steam Locomotive No. 6016 "King Edward V" GWR.	£114.99



R3409 4-6-0 6000 King Class Steam Locomotive No. 6002 "King William IV" BR L/C.	£114.99
R3410 4-6-0 6000 King Class Steam Locomotive No. 6025 "King Henry III" BR E/E.	£114.99
R3411 Maunsell S15 Class Steam Locomotive No. 827 Southern Black.	£89.99
R3412 Maunsell S15 Class Steam Locomotive No. 30842 BR Black E/E.	£79.99
R3413 Maunsell S15 Class Steam Locomotive No. 30831 BR Black L/C.	£79.99
R3414 Maunsell J15 Class 0-6-0 Steam Locomotive No. 5444 LNER Black.	£71.99
R3415 J15 Class Steam Locomotive No. 65477 BR Black E/E.	£71.99
R3416 J15 Class Steam Locomotive No. 65464 BR Black.	£108.99
R3417 K1 Class Steam Locomotive No. 62065 BR Black.	£89.99
R3418 K1 Class Steam Locomotive No. 62006 BR Black.	£94.99
R3422 Adams Radial 415 Class Steam Locomotive No. 3125 SR Black.	£66.99
R3423 Adams Radial 415 Class Steam Locomotive No. 30583 BR Black L/C.	£66.99
R3448 B17 Class Steam Locomotive No. 61619 "Welbeck Abbey" BR E/E.	£99.99
R3461 Thompson L1 Class Steam Locomotive No. 67702 LNER Green.	£99.99
R3462 42xx Class Steam Locomotive No. 4287 BR Black E/E.	£89.99
R3463 52xx Class Steam Locomotive No. 5241 BR Black E/E.	£89.99
R3473 Class 56 Diesel Locomotive No. 56 108 Red Stripe Railfreight.	£99.99
R3574 Class 67 Diesel Locomotive No. 67 013 DB Schenker.	£109.99
R3623 Princess Coronation Class Steam Locomotive No. 6221 "Queen Elizabeth".	£149.99
R3738 A3 Class 4-6-2 Steam Locomotive No. 4472 "Flying Scotsman" Alan Pegler.	£199.99
R4656A LMS Non-Corridor 57ft Composite Coach No. 16612.	£27.99
R4657A LMS Non-Corridor 57ft Third Class Coach No. 11718.	£27.99
R4677B LMS Non-Corridor 57ft Third Class Brake Coach No. 20754.	£24.50
R4677C LMS Non-Corridor 57ft Third Class Brake Coach No. 20755.	£24.50
R4689 LMS Non-Corridor 57ft Composite Coach No. M16574.	£27.99
R4690 LMS Non-Corridor 57ft Third Class Coach No. M11912M.	£27.99
R4691 ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20787M BR.	£24.50
R4691A ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20788M BR.	£24.99
R4759 GWR Collett Corridor Brake Third Class RH Coach No. 5089 GWR.	£29.99
R4760 GWR Collett Corridor Brake Third Class Coach LH No. 5090 GWR.	£29.99
R4761 GWR Collett Corridor Composite Coach LH No. 5630 GWR.	£29.99
R4778 BR Mk1 First Open FO Coach No. W3123 BR Blue & Grey.	£23.99
R4926 Sovereign Midland Commuter Coach Pack.	£99.96
R4927 Sovereign BR Midland Suburban Coach Pack.	£99.96
R6744 4 Plank Wagon No. 35 North Bitchburn Coal Co. Ltd - Darlington.	£12.00
R6744 LMS Brake Van No. 730159 LMS Brown.	£13.00
R6768 LMS Brake Van No. 730159 LMS Brown.	£13.00
R6768 V Tank Wagon - Mineral Industries Ltd.	£15.99
R6791 OTA Timber Wagon No. 112265.	£16.99
R6792 OTA Timber Wagon No. 110292 EWS with Tapered Stanchions.	£16.99
R6802 SR Brake Van No. 55891 SR Brown.	£14.99

WOODLAND SCENICS

ST4801 Mod-U-Rail Straight Module.	£99.99
ST4802 Mod-U-Rail Corner Module.	£119.99

N GAUGE

GRAHAM FARISH

370-430 Capital Connection Train Pack.	£161.95
371-505 Class 101 2 Car DMU Set No. L837 BR Network SouthEast.	£107.95
371-651A Class 57/0 Diesel Locomotive No. 57 008 "Freightliner Explorer", weathered.	£102.99
372-030 Castle Class Steam Locomotive No. 044 "Earl of Dunraven" GWR Lined Green.	£99.99



372-980 Class 24 Diesel Locomotive No. 97 201 "Experiment" RTC Red & Blue, weathered.	£99.99
373-360A BR Mk1 Horse Box No. E96307 BR Maroon.	£16.95
373-362A BR Mk1 Horse Box No. S96413 BR (SR) Green.	£17.99
373-626D 31 Ton OBA Open Wagon No. 110717 Railfreight Red & Grey, weathered.	£16.00
373-975B 46T POA Mineral Wagon No. TRL5384 'Tiger' Grey, weathered.	£12.99
373-976B 46T POA Mineral Wagon No. TRL5320 ARC, weathered.	£12.99
374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.	£20.99
374-135 BR Mk1 GUV QRV No. KDB977557 SatLink.	£26.99
374-161A BR Mk1 FK First Corridor Coach No. M13323 BR Maroon.	£20.95
374-165 BR Mk1 FK First Corridor Coach No. M13341 Intercity.	£20.95
374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways.	£26.99
374-191 BR Mk1 BSK Brake Second Corridor Coach CVA No. ADB977109 BR.	£28.99
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.	£20.99
374-193 BR Mk1 BSK Brake Second Corridor Coach No. 35464 Network SouthEast.	£26.99

374-194 BR Mk1 BSK Brake Second Corridor Coach No. 35452 Regional Railways.	£26.99
374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR Blue & Grey.	£22.95
374-415 Southern PMV Passenger Luggage Van No. S1068S BR Crimson.	£16.95
374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.	£16.95
374-612 BR Auto Trailer No. W237W BR Crimson.	£26.99
374-990 Mk1 Coach Pack 'Works Test Train' BR Blue & Grey, weathered.	£39.95
377-206A 8 Plank Wagon No. P192891 'Sunco', weathered.	£15.99
377-346 Conflat with Vented Alloy BA Container Speedfreight.	£14.50
377-379 20 Ton Toad Brake Van BR Departmental Yellow.	£16.99
377-490 Triple Pack China Clay 5 Plank Wagons GWR Grey.	£31.50
377-650A MBA Megabox High-Sided Bogie Box Wagon 500006 EWS, weathered.	£25.99
377-651A MBA Megabox High-Sided Bogie Box Wagon 500067 EWS, weathered.	£25.99
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green.	£13.50
377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early).	£13.50
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).	£13.50
377-877 Queen Mary Brake Van YTX No. ADSS8299 EWS, weathered.	£21.95
377-925A PCA Metalair Bulk Powder Wagon 11026 Blue Circle Cement, weathered.	£19.95
377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey.	£12.99
377-955 13 Ton High Sided Steel Wagon No. B483417 BR Bauxite, weathered.	£11.50
377-956 13 Ton High Sided Steel Wagon No. B481230 BR Bauxite, weathered.	£11.50
377-957 13 Ton High Sided Steel Wagon No. E279122 BR Grey with smooth sides.	£11.99
377-975A 12 Ton Eastern Ventilated Van No. 235738 LNER Oxide.	£11.99
377-976A 12 Ton Eastern Ventilated Van No. E236010 BR Early Bauxite.	£16.95

GRAHAM FARISH SCENECRAFT

42-0001 Two Road Brick Engine Shed.	£21.95
42-0064 Parachute Water Tower.	£14.95
42-150 Road Side Farm Shop.	£12.00
42-245 Low Relief Corner Chemists.	£12.00
42-253 Low Relief Greengrocers.	£12.00
42-298 Low Relief Boiler House.	£19.95

KMRC EXCLUSIVES / OO

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31-650L Class 47 Diesel Locomotive No. D1670 "Mammoth" BR Two Tone Green.	£129.99
31-650LDC Class 47 Diesel Locomotive No. D1670 "Mammoth", DCC Fitted.	£149.99
31-650LDS Class 47 Diesel Locomotive No. D1670 "Mammoth", DCC Sound Fitted.	£229.99
31-650Q Class 47 Diesel Locomotive No. 47 829 Police.	£129.99
31-650QDC Class 47 Diesel Locomotive No. 47 829 Police, DCC Fitted.	£149.99
31-650QDS Class 47 Diesel Locomotive No. 47 829 Police, DCC Sound Fitted.	£229.99
31-651Z Class 47 Diesel Locomotive No. 47 973 "Midland Counties".	£129.99
31-651ZDC Class 47 Diesel Locomotive No. 47 973 "Midland Counties", DCC Fitted.	£149.99
31-651ZDS Class 47 Diesel Loco No. 47 973 "Midland Counties", DCC Sound Fitted.	£229.99



31-653Z Class 47 Diesel Locomotive No. 47 706 ScotRail NSE branding, weathered.	£135.99
31-653ZDC Class 47 Diesel Loco No. 47 706 ScotRail NSE, weathered, DCC Fitted.	£152.99
31-653ZDS Class 47 Diesel Loco No. 47 706 ScotRail NSE, weathered, DCC Sound Fitted.	£219.99



32-066Z Class 43 Warship No. D845 "Sprightly" BR Green.	£139.99
32-066ZDC Class 43 Warship No. D845 "Sprightly" BR Green, DCC Fitted.	£156.99
32-135X Class 4575 Prairie No. 5541 BR Green, weathered.	£99.99



32-727W Class 66 Diesel Locomotive No. 66 709 "Sorrento" GBRI.	£127.95
32-727WDC Class 66 "Sorrento" GBRI, DCC Fitted.	£143.95
32-727WDS Class 66 "Sorrento" GBRI, DCC Sound Fitted.	£209.99
32-762Z Class 57 No. 57 305 Network Rail known as 'Sand Castle'.	£134.95
32-762ZDC Class 57 No. 57 305 Network Rail known as 'Sand Castle', DCC Fitted.	£149.95
32-762ZDS Class 57 No. 57 305 Network Rail known as 'Sand Castle', DCC Sound Fitted.	£214.99



32-780U Class 37 Diesel Locomotive No. 37 261 DRS.	£119.99
32-780UDC Class 37 Diesel Locomotive No. 37 261 DRS, DCC Fitted.	£139.99
32-780UDS Class 37 Diesel Locomotive No. 37 261 DRS, DCC Sound Fitted.	£219.99



38-131Z 40 Ton Seacow YGB Bogie Hopper Wagon Departmental Dutch, weathered.	£45.95
38-132Z 40 Ton Seacow YGB Bogie Hopper Wagon EWS, weathered.	£45.95



38-260Y Delabole Slate Prestlo Wagon Triple Pack, BR Bauxite.	£49.99
39-273Z BR Mk1 GUV Coach S86804 BR (SR) Green.	£39.99



KERNOW MODEL RAIL CENTRE LIMITED EDITION EXCLUSIVES / OO GAUGE

KERNOW MODELS



K2702A Bulleid 1-Co-Co-1 Diesel Locomotive No. 10202 BR Black E/E.....£179.99
 K2702ADS Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Black E/E. DCC Sound Fitted.....£309.99
 K2705 Bulleid 1-Co-Co-1 Diesel Locomotive No. 10201 BR Green L/C.....£179.99
 K2705DS Bulleid 1-Co-Co-1 Diesel Loco No. 10201 BR Green L/C. DCC Sound Fitted.....£309.99
 K2706 Bulleid 1-Co-Co-1 Diesel Locomotive No. 10202 BR Green L/C.....£179.99
 K2706DS Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Green L/C. DCC Sound Fitted.....£309.99



K2600 Class 41 Warship D600 "Active" BR Blue full yellow ends.....£179.99
 K2605 Class 41 Warship D602 "Bulldog" BR Blue small yellow ends.....£179.99
 K9001 Fire Iron Accessory Pack.....£2.99
 K9002 Y25CS2 Bogie with wheels - as supplied with our JIA NACCO & PBA Clay Tiger models £4.99
 SB006M YCV Turbot Bogie Ballast Wagon No. DB978026 Civil Engineers Dutch.....£29.99



SB006N YCV Turbot Bogie Ballast Wagon No. DB978080 Civil Engineers Dutch.....£29.99
 SB006Y YCV Turbot Bogie Ballast Wagon, pristine. Pack of 2.....£54.99



SB007A PRA 38 Tonne glw Covered Box Wagon No. RLS6313 Grey.....£39.99
 SB007B PRA 38 Tonne glw Covered Box Wagon No. RLS6314 Grey.....£39.99
 SB007C PRA 38 Tonne glw Covered Box Wagon No. RLS6315 Grey.....£39.99
 SB007D PRA 38 Tonne glw Covered Box Wagon No. RLS6316 Grey.....£39.99
 SB007E PRA 38 Tonne glw Covered Box Wagon No. RLS6305 Early Grey.....£39.99
 SB007F PRA 38 Tonne glw Covered Box Wagon No. RLS6309 Early Grey.....£39.99
 SB007G PRA 38 Tonne glw Covered Box Wagon No. RLS6306 Early Grey.....£39.99
 SB007H PRA 38 Tonne glw Covered Box Wagon No. RLS6308 Early Grey.....£39.99
 SB007ZA PRA 38 Tonne glw Covered Box Wagon Later Grey. Pack of 4.....£154.99
 SB007ZB PRA 38 Tonne glw Covered Box Wagon Early Grey. Pack of 4.....£154.99

KERNOW MODELS + REVOLUTION TRAINS OO

OO-EAL-105A Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 188-4 VTG Mendip.....£55.99
 OO-EAL-105B Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 174-4 VTG Mendip.....£55.99
 OO-EAL-105C Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 227-0 VTG Mendip.....£55.99



OO-EAL-105D Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 171-0 tail lamp.....£59.99
 OO-EAL-105Z Revolution Trains JNA-T Ealnos Box Wagon VTG Mendip Rail. Pack of 4.....£209.99



OO-EAL-105D Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 171-0 tail lamp.....£59.99
 OO-EAL-105Z Revolution Trains JNA-T Ealnos Box Wagon VTG Mendip Rail. Pack of 4.....£209.99



371-465Z Class 37/0 Diesel Locomotive No. 37 207 William Cookworthy.....£129.95



OO-EAL-106A Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 466-4 GBRf Blue.....£55.99
 OO-EAL-106B Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 503-4 GBRf Blue.....£55.99
 OO-EAL-106C Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 497-9 GBRf Blue.....£55.99
 OO-EAL-106D Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 473-0 tail lamp.....£59.99
 OO-EAL-106Z Revolution Trains JNA-T Ealnos Box Wagon GBRf Blue. Pack of 4.....£209.99

BACHMANN



31-657Z Class 47 Diesel Loco No. 47 701 "Old Oak Common".....£159.99
 31-657ZDC Class 47 Diesel Loco No. 47 701 "Old Oak Common". DCC Fitted.....£179.99
 31-657ZDS Class 47 Diesel Loco No. 47 701 "Old Oak Common". DCC Sound Fitted.....£259.99



31-662Z Class 47/4 Diesel No. 47 537 "Sir Gwynedd".....£189.95
 31-662ZDS Class 47/4 Diesel No. 47 537 "Sir Gwynedd".....£274.95
 32-640Z Class 491 4-TC Unit No. 416 BR Blue with small yellow warning panel.....£269.95
 32-641Z Class 491 4-TC Unit No. 404 BR Blue & Grey.....£269.95
 32-642Z Class 438 4-TC Unit No. 8022 BR Blue & Grey Network SouthEast branding.....£269.95
 32-643Z Class 438 4-TC Unit No. 8023 Network SouthEast.....£269.95
 32-644Z Class 438 4-TC Unit No. 410 Premier Charter Blue.....£269.95
 32-646Z Class 438 4-TC Unit No. 8007 BR Research Department.....£269.95



32-777W Class 37 Diesel Locomotive No. 97 304 "John Tiley" Network Rail, weathered.....£159.95
 32-777WDC Class 37 "John Tiley" Network Rail, weathered. DCC Fitted.....£179.95
 32-777WDS Class 37 "John Tiley" Network Rail, weathered. DCC Sound Fitted.....£259.95



32-816Z Class 47 No. 47 306 "The Sapper" Railfreight Distribution, weathered.....£159.99
 32-816ZDC Class 47 No. 47 306 "The Sapper" Railfreight Distribution, wthrd. DCC Fitted.....£179.99
 32-816ZDS Class 47 No. 47 306 "The Sapper" Railfreight Distribution, wthrd. DCC Sound Fitted.....£259.99
 32-935X Class 150/2 2 Car DMU No. 150 216 First Great Western livery Purple.....£189.95
 32-935XS Class 150/2 2 Car DMU No. 150 216 First Great Western Purple DCC Sound Fitted.....£309.99



33-080T China Clay Wagon BR Bauxite with flat tarpaulins, weathered. Pack of 3.....£54.95
 33-300W 20 Ton Toad Brake Van ZTO No. DW35377 BR Departmental Green.....£16.99
 33-300X 20 Ton Toad Brake Van No. 68642 GW Grey "Penzance".....£15.99
 33-300Y 20 Ton Toad Brake Van No. W68366 BR Grey "Gwinear Road".....£15.99
 33-825X 25 Ton Queen Mary Brake Van ADS56289 BR Engineers Grey.....£19.99
 33-825Y 25 Ton Queen Mary Brake Van LDS56293 BR Bauxite "Electrification".....£19.99
 37-238Z 16 Ton Steel Mineral Wagon Triple Pack, weathered.....£59.99
 37-537Y 20 Ton Brake Van B954687 BR "TO WORK WITH AIR BRAKED TRAINS ONLY".....£24.95
 38-140W 29 Ton ZXA (ex VDA) Sliding Door Box Van No. ADC201055 Serco.....£27.95
 38-140X 29 Ton (ex VDA) Sliding Door Box Van No. ADC200666 BR, weathered.....£24.95
 38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", weathered.....£24.95
 38-328Z High Sided Steel Wagon No. ADE282721 "AME St Blazey Stores", weathered.....£24.95



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



BACHMANN SCENECRAFT

44-007Z Cornish Roundhouse.....£69.99
 44-008Z Cornish Roundhouse Exterior Walls.....£27.99
 44-011X GWR Type 7 Signal Box - Truro.....LOW STOCK £59.99



44-058Z Derelict Cornish Engine House.....£29.99
 44-059Z China Clay Dries.....£73.95
 44-060Z China Clay Dries Chimney.....£43.95
 44-061Z LSWR Brick Signal Box.....£29.99
 44-062Y Single Track Stone Engine Shed.....£59.99
 44-097Z GWR Water Tower - St Ives.....£49.99
 44-120Z SR Boom Water Column and Arm.....£22.99
 44-125Z Cornish Terraced Cottages.....£39.95
 44-182Z LSWR Ground Frame Hut - Boscombe Junction.....£19.99

DJMODELS

K2103 0-4-4T Class O2 No. 30182 BR E/E & push-pull equipment.....£124.99



K2105 0-4-4T Class O2 No. 225 Southern Black (1949).....£124.99
 SB002U/J/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

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
 R3672DS 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



R3675 Class 31 Diesel No. 97 204 BR Research livery.....£169.99
 R3675DS Class 31 No. 97 204 BR Research. DCC Sound Fitted.....£289.99

OXFORD DIECAST

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



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



KERNOW MODEL RAIL CENTRE LIMITED EDITION EXCLUSIVES / 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

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THIS MONTH AT

Compiled between 19th May & 19th June 2020

Hattons
• MODEL RAILWAYS •

Latest News



Hornby LNER A2/2 and A2/3

Hornby have shown initial engineering samples for their highly anticipated Thompson A2/2 and A2/3 locomotives in OO gauge.

www.hattons.co.uk/tmah93



Heljan Class 45 'Peak'

Heljan have shown an early hand painted sample for their forthcoming newly tooled 'Peak' in OO. Further painted samples are expected soon.

www.hattons.co.uk/tmah94



Heljan Class 50

Heljan have announced a new batch of O gauge Class 50 locomotives. Popular favourites will return alongside some new livery variations.

www.hattons.co.uk/tmah95



Dapol Class 59

Dapol have announced digital and smoke generator fitted variations of their highly anticipated Class 59 locomotives in OO gauge.

www.hattons.co.uk/tmah96



Dapol Conflat Wagons

Dapol have shown decorated samples for their newly tooled Conflat wagons in O gauge, available in a selection of GWR and BR colour schemes.

www.hattons.co.uk/tmah83



Dapol Mk3 DVT & Coach Packs

Dapol have announced a new batch of Mk3 Driving Van Trailers as well as some slam-door Mk3 coach packs in N gauge.

www.hattons.co.uk/tmah97

Top 5 Best Sellers



Hattons Originals
H4-66-037 - £150



Hornby
R6944 - £12



Atlas Editions
4642101 - £3.50



Hornby
R3413 - £86



Dapol
2D-019-202 - £127.50



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Forthcoming Releases

See more at www.hattons.co.uk and follow us on social media!

dapol

See all forthcoming Dapol items:
hattons.co.uk/dapolpreorders



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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



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British Rail Class 59

Stage: Painted Samples

Due: Q2 2021

Price: from £131.71

hattons.co.uk/dapol59



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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Q3 2020

Price: from £135.96

hattons.co.uk/dapol43xx

Hattons
ORIGINALS

Explore the full Hattons Originals range:
hattons.co.uk/originals



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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

hattons.co.uk/gpc



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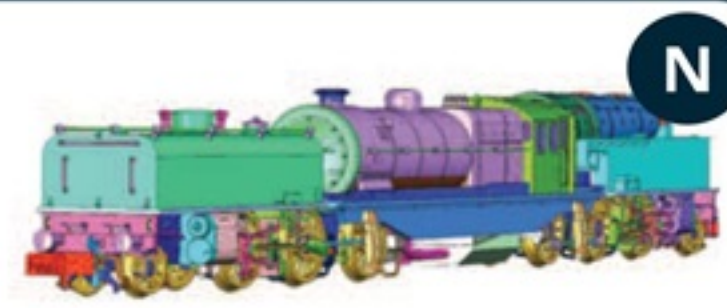
Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

hattons.co.uk/genesis



N

LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

hattons.co.uk/ngarratt

HELJAN

See all forthcoming Heljan items:
hattons.co.uk/heljanpreorders



009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q3 2020

Price: £203.96

hattons.co.uk/landb242t



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British Rail Class 25/3

Stage: Painted Sample

Due: Q4 2020

Price: from £152.96

hattons.co.uk/253



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British Rail Class 47

Stage: Hand Painted Samples

Due: Q4 2020

Price: £594.15

hattons.co.uk/helo47

HORNBY

Explore the full Hornby 2020 range:
hattons.co.uk/hornby2020



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Standard 2MT 2-6-0

Stage: Prototype Shown

Due: Jan 2021

Price: £162

hattons.co.uk/hornby2mt



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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



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LNER Thompson A2/2 & A2/3

Stage: Engineering Samples

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

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

British Model Railway Awards 2019

OO Gauge (1:76 Scale)

Bachmann Branchline - Train sets - digital



30-420 Western Pullman train set Class 251 Blue Pullman in revised DCC sound and DCC Railcontroller £874

People - civil

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

Corgi Collectables - Buses

OM46315B AEC Type RM - London Transport - 359 CLT - Route 88 Mitcham Cricketers - Boulogne, The motorway to Europe NEW £35.50

Dapol - Steam locos

4S-018-008D LSWR Class B4 0-4-0T 100 in SR lined black - Digital fitted... £119

Diesel locos

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



4D-025-003S Class 21 D6116 in BR green small yellow panels - DCC sound fitted £249.84



4D-014-002S Class 29 D6129 in BR blue - DCC sound fitted £249.84



4D-003-014S Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC sound fitted... £248.66

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



4D-003-015S Class 52 'Western' D1034 'Western Dragoon' in BR maroon small yellow panels - DCC sound fitted... £248.66



4D-003-016S Class 52 'Western' D1043 'Western Duke' in BR chromatic blue small yellow panels - DCC sound fitted £248.66



4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue... £131.71

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

DMUs



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



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

4D-015-008D Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers - Digital fitted... £148.75

4D-011-009 Streamlined Railcar 16 GWR chocolate and cream twin oles crest £125.76

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

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms £35.50

Gaugemaster - Buildings - general

GM447 Oil Tank - for depots or industrial use - plastic kit NEW £17

Golden Valley Hobbies - Diesel locos



GV2020 YEC Janus 0-6-0DE shunter 'Richard Borrett' in ICI maroon (RRP £99.95) BARGAIN £49.50

Hattons Originals - Steam locos



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



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) £99

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

Diesel locos

H4-66-001 Class 66 66005 in EWS £150



H4-66-002 Class 66 66079 in EWS "James Nightall G.C." £150

H4-66-005 Class 66 66088 in EWS DB branding £150

H4-66-003 Class 66 66125 in EWS £150

H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" £150



H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" £150

H4-66-013 Class 66 66429 in DRS plain £150



H4-66-014 Class 66 66502 in Freightliner "Basford Hall Centenary 2001" £150

H4-66-020 Class 66 66504 in Freightliner Powerhaul £150

H4-66-015 Class 66 66513 in Freightliner £150

H4-66-021 Class 66 66528 in Freightliner Powerhaul "Madge Elliot MBE - Borders Railway Opening 2015" £150



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" £150

H4-66-016 Class 66 66593 in Freightliner "3MG Mersey Multimodal Gateway" £150



H4-66-036 Class 66 66623 in Freightliner/G&W orange £150

H4-66-036-D Class 66 66623 in Freightliner/G&W orange - Digital Fitted... £165

H4-66-023 Class 66 66705 in GBRF original Union Flag "Golden Jubilee" £150



H4-66-026 Class 66 66740 in GBRF Europorte "Sarah" £150



H4-66-033 Class 66 66743 in GBRF/Royal Scotsman £150

H4-66-033-D Class 66 66743 in GBRF/Royal Scotsman - Digital Fitted... £165



H4-66-034 Class 66 66746 in GBRF/Royal Scotsman £150

H4-66-034-D Class 66 66746 in GBRF/Royal Scotsman - Digital Fitted... £165

H4-66-027 Class 66 66756 in GBRF Europorte "Royal Corps of Signals" £150



H4-66-035 Class 66 66780 in GBRF/Cemex "The Cemex Express" £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRF branding "British Rail 1948 - 1997" £150



H4-66-030 Class 66 66848 in Colas Rail Freight £150

H4-66-018 Class 66 66857 Freightliner "Stephenson Locomotive Society 1909 - 2009" £150

Wagons

H4-RHT-001 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules £118

Heljan - Steam locos



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered... £221



266215 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black revolving coal bunker £212

266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker... £212

Diesel locos

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

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



2730 Class 27 27001 in BR green full yellow ends - heavily weathered... £127.46

Diesel train packs

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

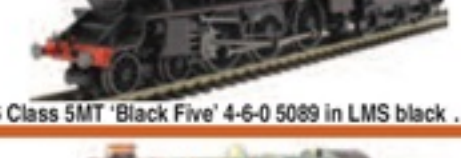
Hornby - Steam locos



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



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 £137.99) BARGAIN £124.50



R3721X Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green - Digital fitted NEW £144



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green shirtbutton emblem (RRP £137.99) BARGAIN £124.50



R3721X Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green - Digital fitted NEW £144



R3723 Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem... £126

R3720X Class 61xx 'Large Prairie' 2-6-2T 6145 BR black early emblem - Digital fitted £144

R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' in BR green late crest... £144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black £184.50



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

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (RRP £189.99) BARGAIN £139.50

R3713X Class 8P Princess Royal 4-6-2 46207 'Princess Arthur of Connaught' in BR maroon - Digital fitted £184.50

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

R3812 Class A1 Tenter 0-6-0T W10 'Cows' in Southern Railway olive green... £81

NEW



R3847X Class A1X Terrier 0-6-0T 14 'Bembridge' in Southern Railway olive green - DCC fitted NEW £103.50



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

R3447 Class B17 4-6-0 2842 'Kilnstone Hall' LNER green (RRP £120.99) BARGAIN £109



R3448 Class B17 4-6-0 61619 'Welbeck Abbey' in BR green early emblem £109

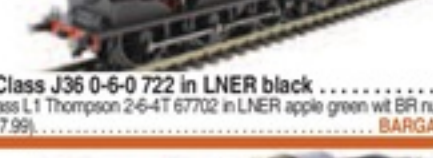


R3416 Class J15 0-6-0 65464 in BR black late crest (RRP £77.99) BARGAIN £71

R3415 Class J15 0-6-0 65477 in BR black early emblem (RRP £77.99) BARGAIN £71

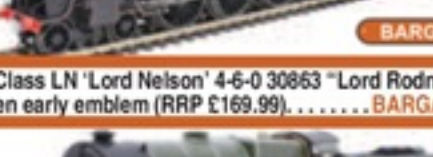


R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green with BR numbering (RRP £117.99) BARGAIN £106



R3621 Class J36 0-6-0 722 in LNER black £126

R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green with BR numbering (RRP £117.99) BARGAIN £106



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



R3412 Class S15 4-6-0 30842 in BR Black early emblem (RRP £94.99) BARGAIN £86



R3500 The Sir Nigel Gresley Collection £474

Diesel locos

R3473 Class 56 56108 in Railfreight red stripe (RRP £170.99) BARGAIN £121

Diesel train packs



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

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)



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2 coaches in Northern Belle £135

Electric locos

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

Train sets - analogue

R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches £157

R1254M GWR Freight - starter train set NEW £108

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

Coaches

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

Wagons



R6988 2020 Merry Christmas gift open wagon £14.50

R6943 3-plank open wagon GW 39679 in GWR brown NEW £12



R6944 3-plank open wagon LSWR Engineers Dept 316 in LSWR brown NEW £12

R6946 4-plank open wagon Bestwood No. 2017 NEW £13.50

R6947 5-plank open wagon Dowling Lime & Stone Co. No. 7 NEW £13.50



R6948 5-plank open wagon Herbert Rigler No. 106 NEW £13.50

R6950 6-plank open wagon H. Harrison & Sons No. 33 NEW £13.50

R6974 GWR shunters truck 94981 in GWR grey (Bordley Junc.) NEW £15.50

R6973 N13 Horse Box W665 in BR crimson NEW £22



R6964 Triple pack of CDA hopper wagons in ECC - weathered NEW £53

R6963 Triple pack of hopper wagons HAA, CDA, HMA as preserved by National Wagon Preservation Group NEW £53

Digital controllers



R8213 DCC Select unit (boxed) £98



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) £85

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) £14.50

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track £4

R8090 Pack of 24 £92

R605 1st radius double curve (8 make a circle) £2.60

R605 Circle of 8 £20

R607 2nd radius double curve track (8 make a circle) £2.60

R607 Circle of 8 £20

R609 3rd radius double curve track (8 make a circle) £2.70

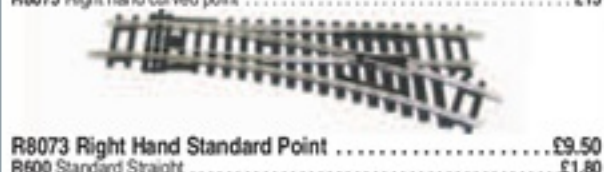
R609 Circle of 8 £20

R8262 Double 4th radius curve (8 make a circle) £3.20



R070 Electrically Operated Turntable £64

R8077 Left hand Express point £15



R8072 Left Hand Standard Point £9.50

R603 Long Straight - 670mm £4

R8075 Right hand curved point £15



R8073 Right Hand Standard Point £9.50

R600 Standard Straight £1.80

R600 Box of 24 £40

Kadee - Model railway spares

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

Oxford Diecast - Buses

NEW



76B1005 Beadle Integral Thorne Of Bubwith NEW £17

Public Service vehicles

NEW



76LR2507 Land Rover Series II SWB Canvas RAF Police NEW £5.50

Peco Products

Man-made scenic structure - railway-related



LK-55 76ft Well type turntable £42

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulating £14.50

OO9 Narrow Gauge

Heljan - Steam locos



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

Peco Products - Track - Code 80 Streamline

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers £4

SL-404 Pack of 25 £96

N Gauge

Dapol - HSTs



2D-019-202 Class 43 HST pair of power cars 43041 and 43166 in Intercity swallow NEW £127.50



2D-019-201 Class 43 HST pair of power cars 43131 and 43128 in Intercity executive NEW £127.50

Gaugemaster - Buildings - general

KD1005 Dockside loading crane - plastic kit NEW £14.50

KD1013 Modern supermarket - plastic kit NEW £33

KD1011 Modern wind farm turbine - plastic kit NEW £33

Oxford Diecast - Commercial vehicles

NTRAC003 Fordson Tractor Yellow Highways Dept NEW £4.50

Peco Products - Wagons

NR-4E 4 wheel bolster wagon in NE brown - 231331 NEW £7.50

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleepertack £3.20

SL-300F Pack of 30 £93

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers £3.50

SL-302F Pack of 30 £99

O Gauge (1:43 Scale)

Corgi Collectables - Public Service vehicles



VA11012 Ford Escort Mk3 XR3i - Durham Constabulary NEW £27

Dapol - Steam locos

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



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



7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted £340

7S-006-050 Class 58xx 0-4-2T 5811 in GWR green Great Western lettering £191.25

Diesel locos



7D-008-013D Class 08 shunter 08717 in BR blue - Digital sound fitted £340

7D-008-015D Class 08 shunter 08740 in Railfreight Triple grey - DCC sound fitted £340

Coaches

7P-004-004 GWR 59' auto coach 40 in GWR chocolate and cream £169



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



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

Wagons

7F-072-005 7 plank open wagon 'F Meaker' NEW £39

7F-072-005W 7 plank open wagon 'F Meaker' - weathered NEW £39

7F-072-004 7 plank two door open wagon 'William Duck' NEW £39

7F-072-004W 7 plank two door open wagon 'William Duck' - weathered NEW £39

Gaugemaster - Train sets - analogue



GM7000102 "The Didcot Survivor" - premium O gauge starter train set £595

Heljan - Steam locos

4321 Class 43xx "Mogul" 2-6-0 5322 in BR black - as preserved £662.15

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



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

H7-A3-005 Class A3 4-6-2 60335 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender £750

H7-A3-006 Class A3 4-6-2 60377 "The White Knight" in BR green late crest and unstreamlined non-corridor tender £750



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

H7-A3-006A Class A3 4-6-2 unnumbered double chimney, banjo dome and unstreamlined corridor tender in BR green late crest 1958 £750



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender £750



H7-A4-005 Class A4 4-6-2 4464 "Bittern" in LNER Garter blue streamlined corridor tender - "Record Breaker" £750

H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender £750



H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" £750



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender £750



H7-A4-007 Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green early emblem and streamlined corridor tender £750

H7-A4-008B Class A4 4-6-2 unnumbered double chimney and streamlined non-corridor tender in BR green late crest 1958-1966 £750

H7-A4-008A Class A4 4-6-2 unnumbered double chimney and unstreamlined corridor tender in BR green late crest 1958-1966 £750

H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 £750

Diesel locos



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



4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (RRP £699) BARGAIN £495

4022 Class 50 in original Network Southeast - unnumbered £594.15

4023 Class 50 in revised Network Southeast - unnumbered £594.15



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

Any or Multiple Scales

DCC Concepts - Digital decoders

DCD-ZH218-6 Zen Black - 8 and 21 pin 6 function digital decoder £23

Gaugemaster - Analogue controllers



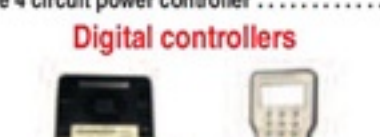
COMBI Combi 12v 1Amp Single Track Controller Transformer £34

DS Double power controller brake simulator £149



Q Quadruple 4 circuit power controller £149

Digital controllers



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

DCC14 Prodigy Advance 2 Backlit Walkaround controller £124

Digital control accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points £14.50

Point motors

PM-2 Seep point motor £3.50

PM-2 Pack of 6 £20

PM-1 Seep point motor accessory switch £5

Switches and levers

GM519 1 pole 12 way rotary switch NEW £3.50

Electronic components

GM06RB Twinned red/black wire - 14 strand 0.15mm - 500mm length NEW £1.50

Painting tools

GM587 Pro paintbrush starter set NEW £9

Hattons Originals - Digital decoders

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

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF £17

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF £16

DCR-8PIN-HarnessMini Box of 5 £72

DCR-8PIN-HarnessMini Box of 10 £128



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

DCR-8PIN-Harness Single 8-pin 4-function 1.1Amp decoder back EMF £15

DCR-8PIN-Harness Box of 5 £68

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF £77

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

R8249 Single £16

R7150 Standard 6 pin Decoder £23.50



Diesel Class 43 HST (MTU) £59.50

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) £59.50

Peco Products - Point motors

PL-10 Solenoid point motor / switch machine £6.50

PL-10 Bag of 6 £38

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// An excellent service everytime without fault. I honestly cannot think of anything which could be improved."

Mr A Manning, Ipswich

// Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you."

Mr P Shaddock, Portsmouth

// Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy."

Mr D Spottiswoode, Kilmarnock

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or email preowned@hattons.co.uk

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Widnes WA8 8FZ**

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Mon to Sun 9am-5pm.

IMPORTANT ANNOUNCEMENT



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All Change for Parkside!

We are starting to standardise the scales of products found within each of our brands, beginning by switching all of the classic Ratio rolling stock kits into the Parkside range.

So from now on for **00 wagons and coaches** kits you only have to look to one brand '**Parkside**'.

When you speak to your model shop remember to use the new Parkside reference numbers highlighted below.

Ratio No.	Parkside No.	Product Description
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COACHES & COACH PARTS

610	PC610	GWR 4 Wheel, All 3rd
612	PC612	GWR 4 Wheel, Composite
613	PC613	GWR 4 Wheel, Brake 3rd
710	PC710	LMS (Ex MR) 48ft Suburban, All 3rd, 8 Comp.
711	PC711	LMS (Ex MR) 48ft Suburban, All 1st, 7 Comp.
713	PC713	LMS (Ex MR) 48ft Suburban, Brake 3rd, 6 Comp.
714	PC714	LMS (Ex MR) 48ft Suburban, Brake 3rd, 4 Comp.
720	PC720	LMS (Ex MR) Clerestory, All 3rd & luggage
722	PC722	LMS (Ex MR) Clerestory, Composite
723	PC723	LMS (Ex MR) Clerestory, Brake 3rd
730	PC730	LMS (Ex LNWR) 50ft Arc Roof Corridor All 3rd
732	PC732	LMS (Ex LNWR) 50ft Arc Roof Corridor Composite
733	PC733	LMS (Ex LNWR) 50ft Arc Roof Corridor Brake Comp.
734	PC734	LMS (Ex LNWR) 50ft Arc Roof Corridor Brake 3rd
433	PA433	Coach Seats (enough for 8 compartment Coach)
107	PA107	MR 10ft Coach Bogies & Wheels x 2
108	PA108	LNWR 8ft Coach Bogies & Wheels x 2
110	PA110	Lamp & Ventilator Tops
111	PA111	Corridor Connections



A GREAT SELECTION OF AUTHENTIC DETAILED WAGONS AND COACHES



WAGONS & WAGON PARTS

541	PC541	BR Banana Van (M/W)
542	PC542	BR 'Clayhood' China Wagon
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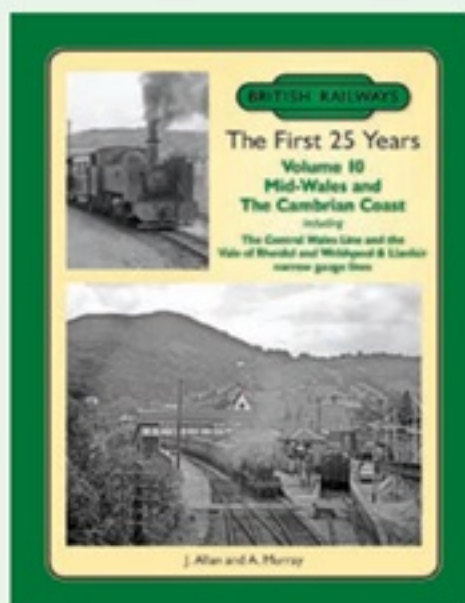
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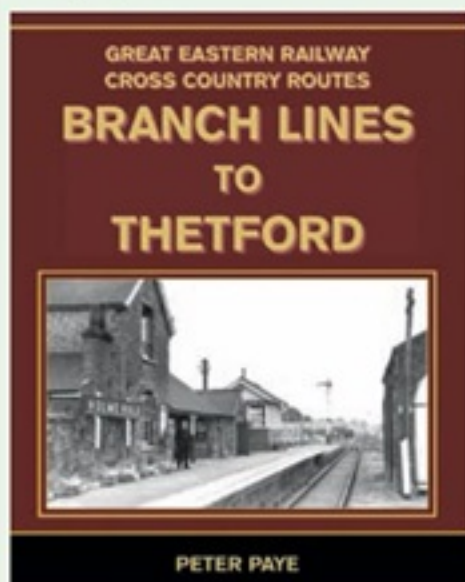
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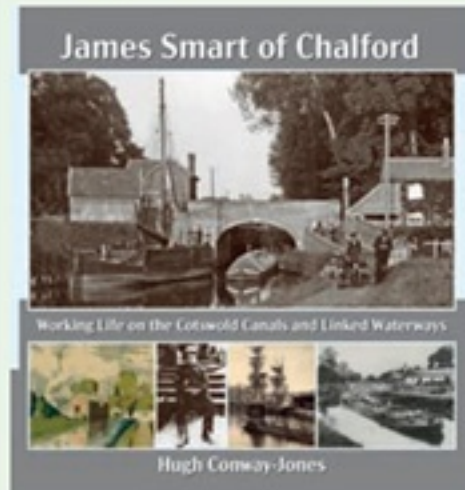
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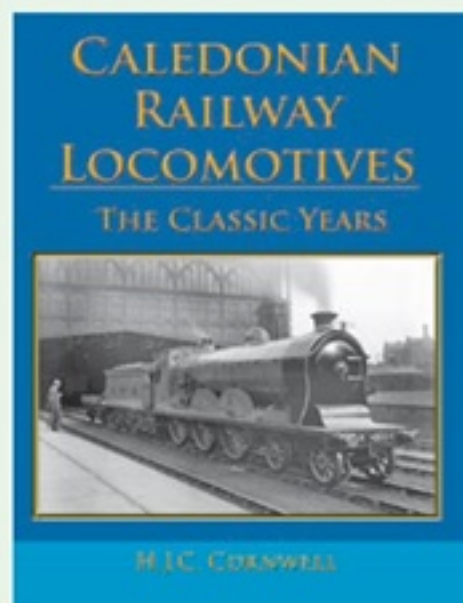
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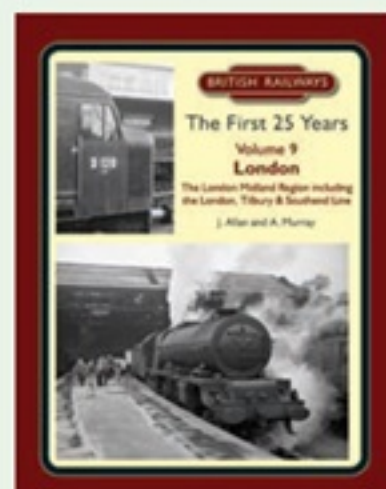
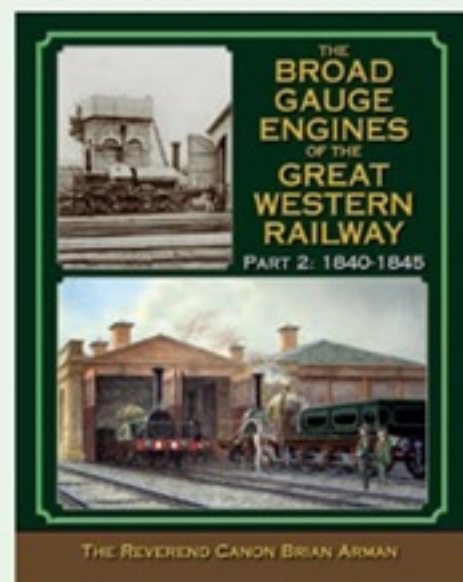
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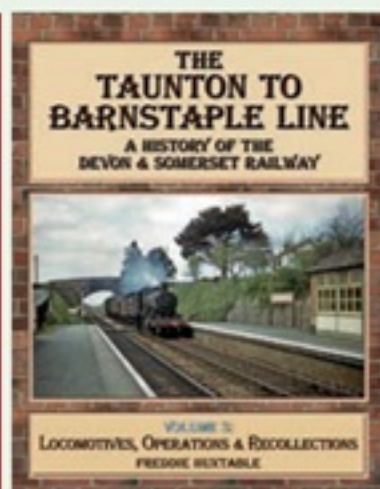
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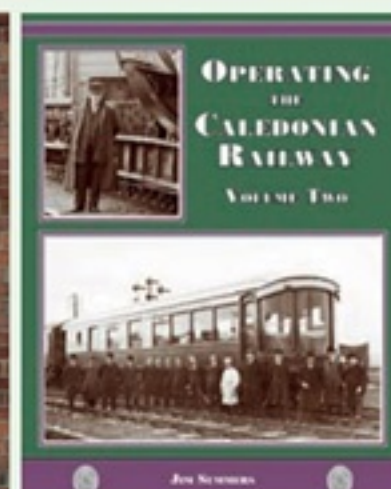


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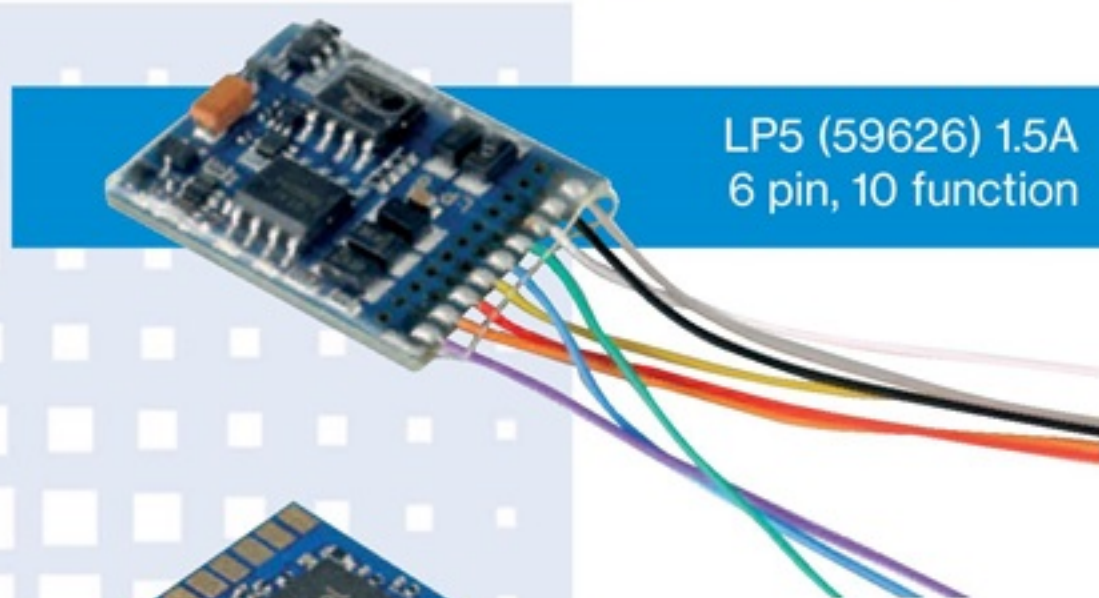
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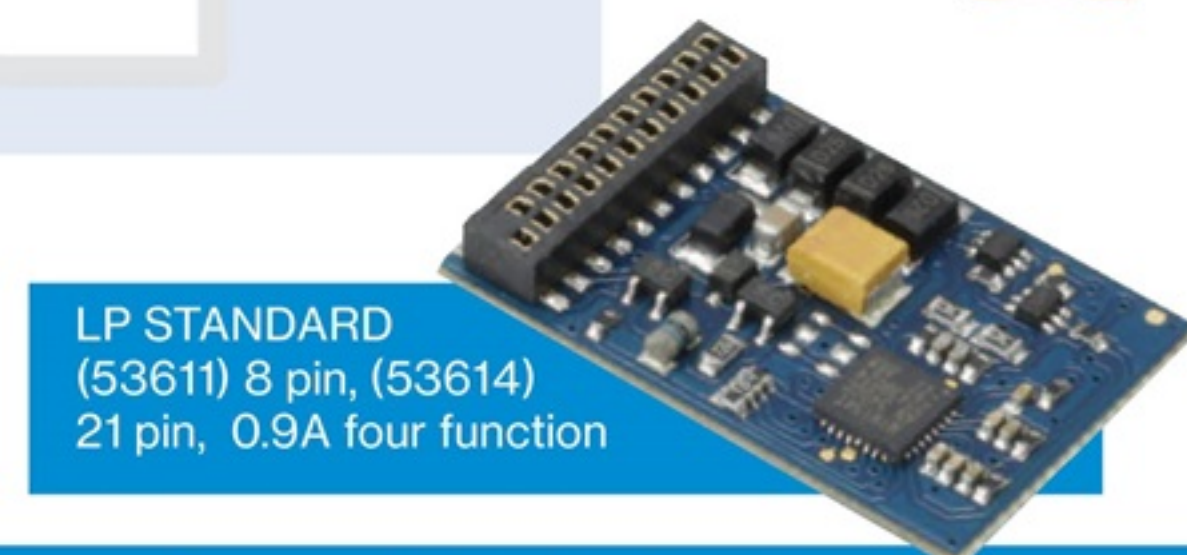
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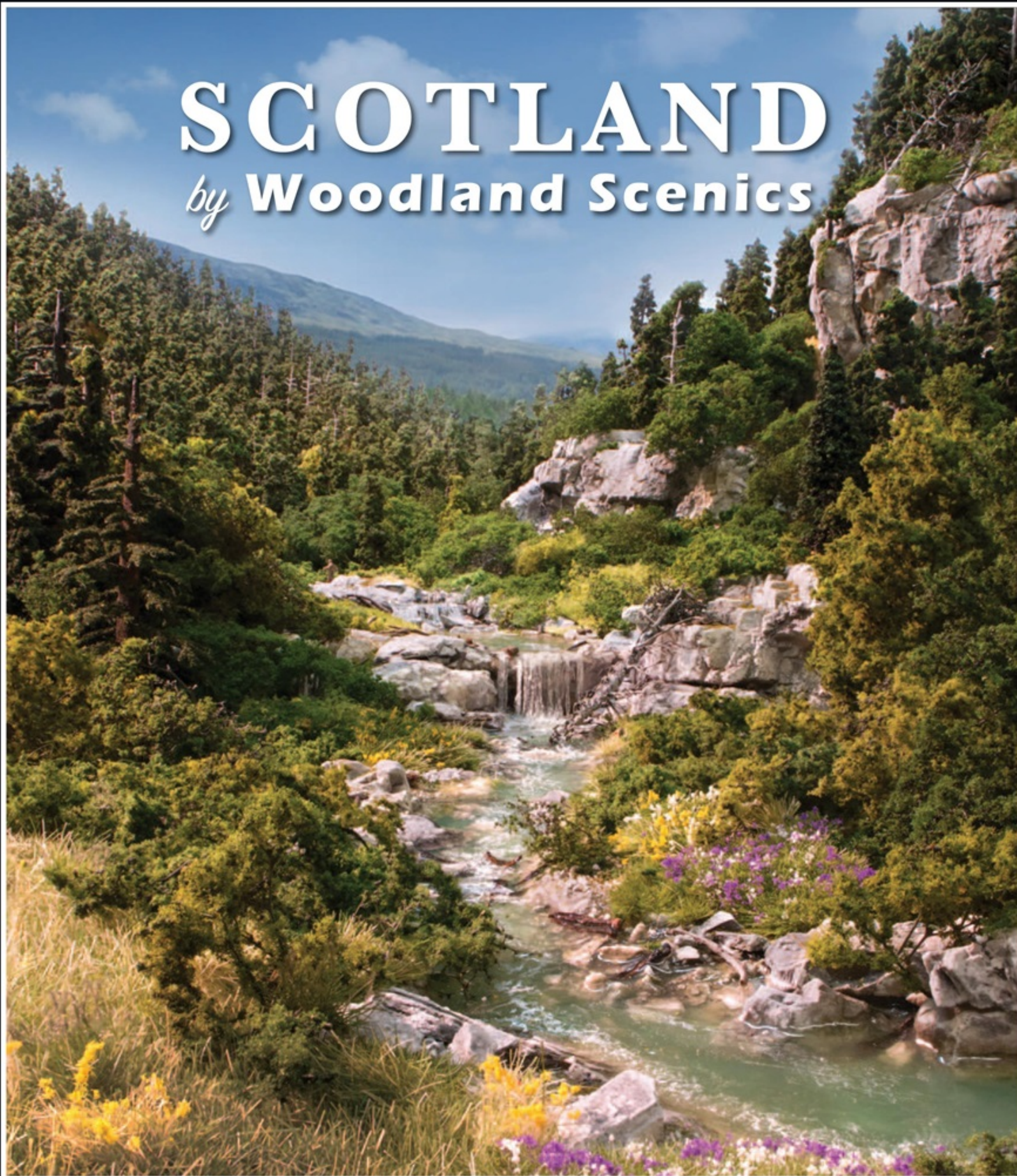
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Welcome from the Editor

Newspaper and Magazine Award winners



Good news is scarce these days, so it was really gratifying to see *RAILWAY MODELLER* proclaimed as the 2020 Special Interest Magazine of the year at a video ceremony convened under social distancing rules on 16 July.

The endorsement by one's industry peers that a good job has been done is exceedingly pleasing for everyone in the Peco Publications team, and is probably second only to validation by our readers who continue to put their faith in us every month and effectively award each issue with their own vote of approval.

Not that we are able to please all of the people all of the time, since we do get the occasional grumble about our content being too high-brow, or

really dumbed-down; or that latest product review of so-and-so's new model is lacking in substance.

Such correspondents are rare though, and it is with sincere thanks to all our much valued readers, contributors, advertisers, and everyone within the supply chain who have helped to make this dazzling award possible.

Without your support, all the dedication and hard work undertaken by the production team would be in vain. You can read the full story behind our achievement on page 748.

Thank you all again, and we promise that we won't let this wonderful award go to our heads - we'll keep on delivering the content that you love to read about every month.

Steve Flint

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



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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Contributing to RAILWAY MODELLER

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

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

Railway of the Month

Photography by Steve Flint

Below

The real Haydon Square was a goods station only for the L&NWR and had a wagon lift to access some street level sidings. Naturally, we have included the lift on the model, built by Ian George, though at the moment it is a 'cosmetic' version, in that it hasn't been made to work – yet!



A post-war railway tale set in the East End

Haydon Square E1

Close to Aldgate High Street, this L&NWR goods depot was re-engineered in O gauge by members of Farnham & District Model Railway Club to include an inner suburban passenger station, as **JULIAN EVISON** explains.

The very beginning of our decision to build *Haydon Square* goes back to an invitation from the Beckenham & West Wickham club to take our previous layout *Weydon Road* to its one day exhibition. We soon discovered that *Weydon Road*, at 48' long, was rather too much for a one day show and decided it was time to build something that was somewhat smaller and more portable. Our discussions came up with five goals.

Goal 1: we wanted a layout that would be attractive to exhibition managers for inclusion in one or two day shows at least expense – so ideally, no van hire costs.

Goal 2: we wanted to maximise the viewing frontage for visitors – so ideally no fiddle yard screens at the ends.

Goal 3: we recognised that none of us in the team were getting any younger – so we needed a lightweight layout.

Goal 4: we would use the new layout to develop skills and learn previously untried techniques.

Goal 5: we wanted to demonstrate that even a small layout can provide plenty of activity to entertain the public and to keep the operators fully occupied. Small doesn't have to be boring.

Design

The design for *Haydon Square* was influenced by a track plan in *An Approach to Model Railway Layout Design* by Iain Rice (ISBN 8601409725376). The plan was called *Elan* and the attractive feature of that scheme, for our purposes, was that it had a sector plate which was fed from the station throat and which swivelled round to a series of cassettes running behind the layout.

These cassettes allow trains to be stored and rearranged for future use. This meant that the maximum amount of space is available for display as most of the fiddle yard activity takes place behind the layout. The track plan as built only bears a passing resemblance to Iain Rice's original as it has been adapted for a constrained urban area rather than rural Wales.

After some discussion we set the layout in 1950s London, in the East End, and raised it on arches above street level: the whole area being run-down and covered in grime following the Second World War. The precise location was chosen after considering the flexibility of traffic and we settled on the idea of adapting the site of



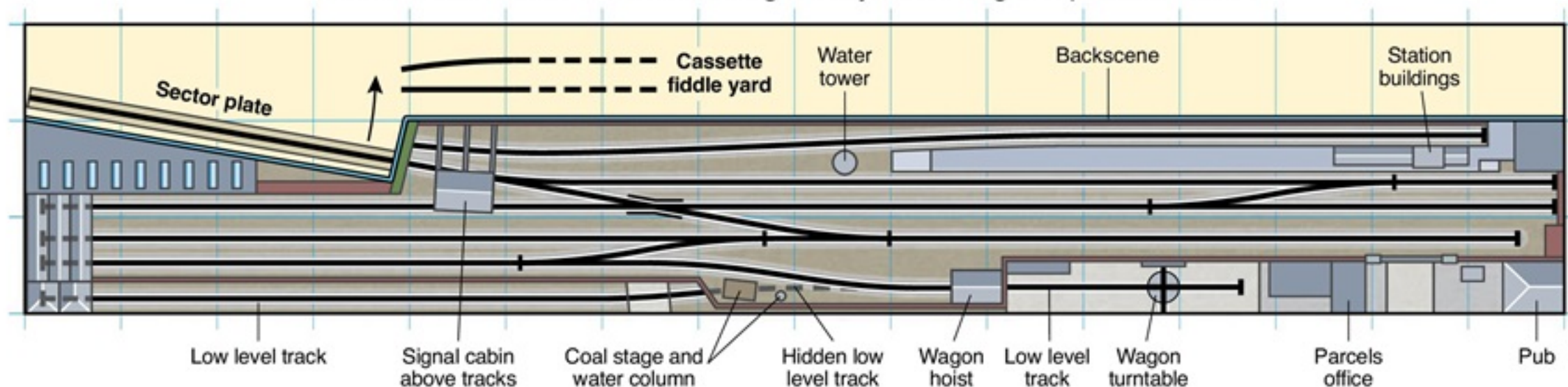
Right

We aimed to try and capture the atmosphere of a raised railway above street level, with aspects of London's East End in the 1950s.



HAYDON SQUARE

Overall dimensions: 16' x 3' including fiddle yard. Each grid square = 1ft x 1ft.



the former London & North Western Railway goods depot near to Fenchurch Street station (see the plan in the historical panel on page 682). However, we have re-imagined this to have a small passenger station and a parcels depot in addition to the goods facilities.

Like on the old prototype, we have modelled a wagon lift to take wagons down to a lower level depot under the arches. This is also served by a street-side tramway.

This location allows us to imagine traffic coming from

the Eastern and London Midland Regions while connections via the North London line give us considerable flexibility in terms of rolling stock and locomotives from the Western and Southern Regions.

Building the Baseboards

When building the new layout we had to recognise the constraints of fitting the boards in to the storage space below our clubroom. We share this with four other



Left
The main goods area. Being located a short way from Fleet Street meant a healthy trade in daily newspaper distribution as well as parcels and general merchandise. The street level line is on the lower left and the structures on both levels disguise the fact that this is where the layout ends.

Left
Underneath the arches... The small passenger terminus plays host to local services only and is modelled in the years of steady decline. Here an Ivatt 2-6-2T – a DJH factory built kit – arrives with a pair of Gresley suburban coaches.

Right
The over track signal box complete with a simulation of the vertical point and signal rodding.

groups and space is always at a premium. Initially we thought we could get the whole design in to a length of 15', so chose three baseboards, each 5' long, this length being the maximum that would fit in a normal estate car. Later, as we conducted initial operating tests, we found we had not allowed sufficient lengths in the run round loop to make operations prototypical. This means that we have a small board at one end of the layout, cantilevered off its adjacent board, so we now have a visible frontage 16' long.

The baseboards themselves were built from a laminate material which we created using two layers of 4mm ply sandwiched around high density foam floor insulation. These were stuck together into large sheets using PVA glue and left to dry for about a week after which the sheets were cut up into the required sections. Then we ran into a problem as joining pieces together through the foam was really quite difficult. To overcome this, where joints were required, we chiselled out the foam (happily we had a chisel of exactly the right length and width) and inserted short lengths of wood between the ply to form secure jointing areas.

Support for the baseboards is by legs which fold up under the boards. Joints between the boards are via pattern-makers dowels and over-centre clips which are adequate for the forgiving tolerances of O gauge modelling.

Trackwork

One of our aims was for us to develop skills by hand building track and pointwork. The detailed track design was developed using the Templot program which creates the detailed designs for the points. We used C&L components for

Below
An overall view down the layout showing the parcels depot beyond the station

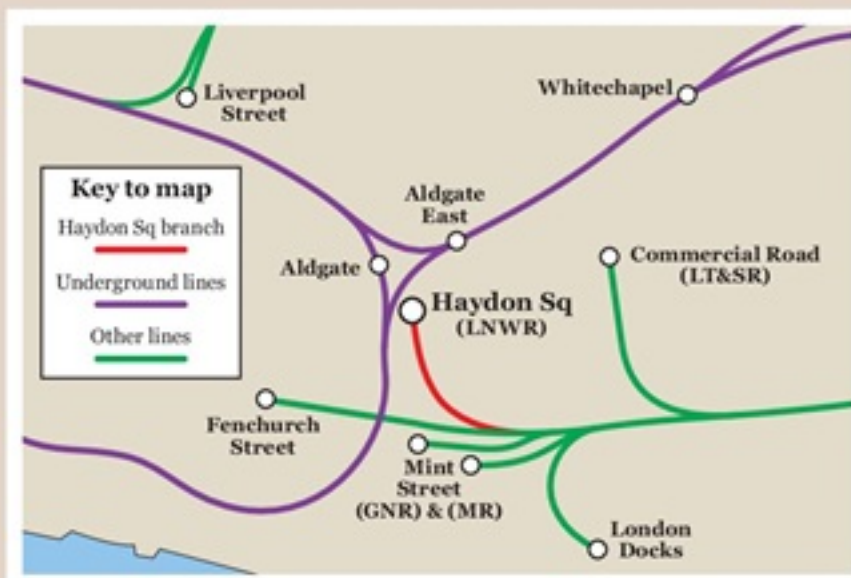


Haydon Square E1 – the backstory

The story of *Haydon Square* begins with the reality of the London and Blackwall Railway which arrived early on the railway scene in 1840. It was a short railway, not quite 4 miles long, but a very important one as it linked the West India and East India docks with the City of London at Fenchurch Street terminus from 1841. Its strategic position meant that a number of other railway companies built spurs off it to their own goods facilities, amongst which, close to Aldgate High Street, the L&NWR sited its Haydon Square goods depot (Fig 1).

The Great Eastern leased and controlled the London and Blackwall from 1866, but it remained nominally independent until the Grouping (becoming part of the LNER in 1923). Fenchurch Street also became the London terminus into which the services of the London, Tilbury & Southend Railway were concentrated, but relationships between the GER and the LT&SR were never particularly smooth.

It is at this point we have assumed history took a different course and the L&NWR built a modest passenger station at its Haydon Square goods depot for use by the LT&SR in exchange for lucrative access to Tilbury Docks further east. All well and good, but little did the L&NWR foresee that their fierce rivals, the Midland Railway, would take control of the LT&S in 1912. This led to Haydon Square station being



little used until the Grouping in 1923 threw the MR and the L&NWR together under the management of the LMS.

The very restricted site at Haydon Square resulted in only inner suburban trains on the lightest-used routes being sent to this station, but it was also clear that facilities were very well situated for newspaper traffic from Fleet Street and for parcels. Thus, a very healthy traffic flow serving much of Essex was funnelled through Haydon Square from the mid 1920s until the early 1960s. By then it was deemed that Fenchurch Street was perfectly adequate and the station and the goods depot closed to all traffic in 1962.

both plain track and pointwork, creating five points and a single slip. While threading chairs onto sleepers seemed to be a never-ending job, it has resulted in flowing trackwork which fits the location well. The chief learning point was that it would have been a lot easier to have pre-coloured the wooden sleepers by soaking them in wood dye rather than having to paint them *in situ*.

Electrics

Nearly all the team members are analogue 12V dc users and we saw no reason to deviate from that as it is robust and compatible with our locomotives. We decided to experiment with the point control system. For driving the points we initially tried Hoffman point motors, but soon returned to our usual Tortoise motors.

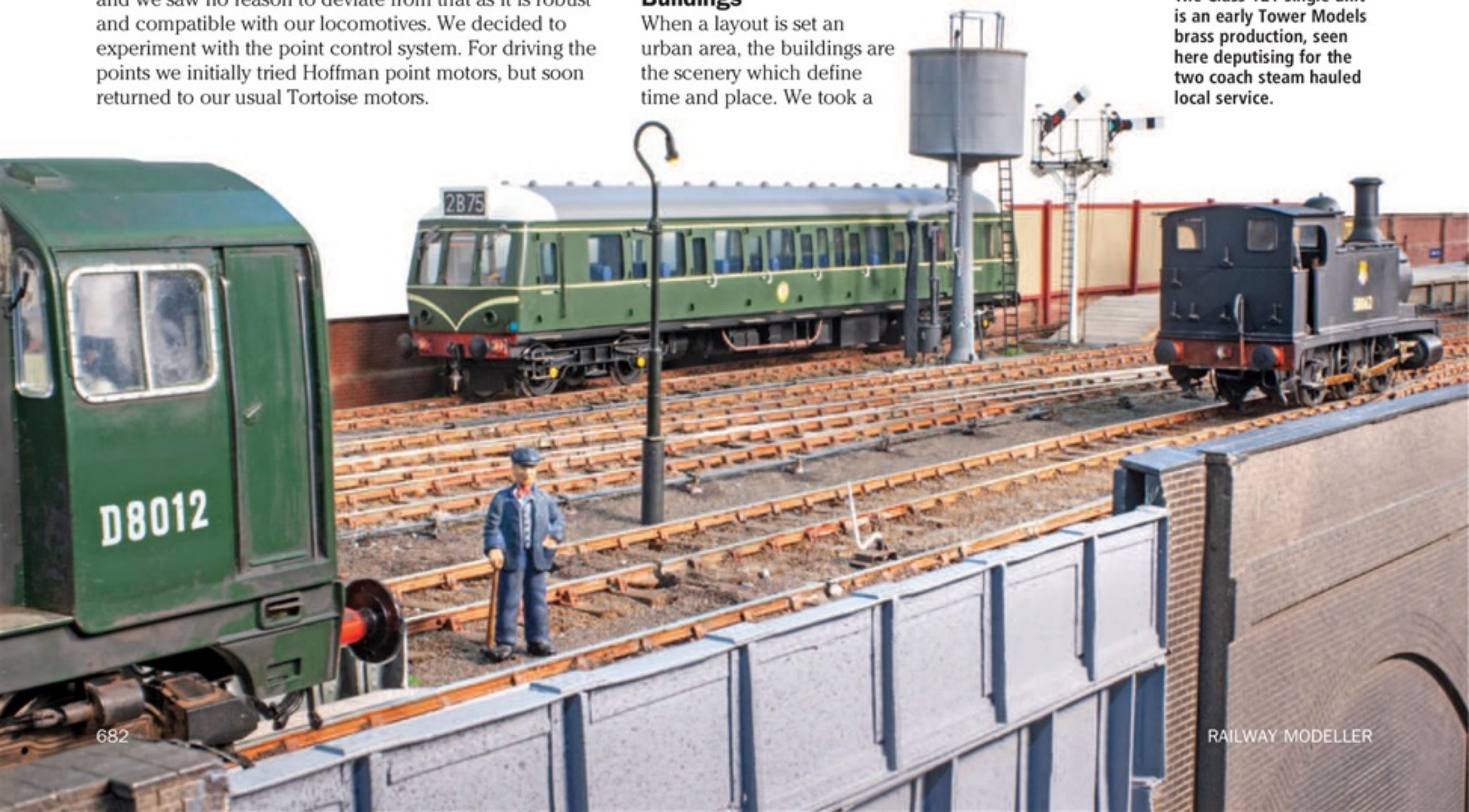
To drive the points we installed a CBUS system which operated satisfactorily until a major failure on the second day of a show which we were unable to rectify. Since then we have stripped out the CBUS system and installed a traditional analogue point control system. In fairness, we should say that the cause of the failure was human error, not CBUS, but having no faith in our ability to find and clear a fault, we opted to return to that with which we were most familiar.

Buildings

When a layout is set in an urban area, the buildings are the scenery which define time and place. We took a

Below

The Class 121 single unit is an early Tower Models brass production, seen here deputising for the two coach steam hauled local service.



Right

The Britannia Hotel stands at the terminus end of the layout and was lucky not to be bombed during the blitz, unlike its neighbour on the right hand side, which was flattened and whose current incumbent is an old tramp (inset) keeping warm with a brazier.



lot of care over the buildings, for example the Print Works building (a smaller version of the massive Great Eastern Railway printing works at Stratford) hides the sector plate. Some buildings, such as the station, the LNWR gantry signal box and the wagon lift were the work of our most experienced builder; some, such as the goods depot, the parcels depot and the Britannia Pub, were the first efforts of other members. Most of the buildings have been made from scratch using plywood and plasticard.

The signal box is a heavily adapted Churchward Models brass kit on a custom made brass gantry and is positioned to disguise the exit to the fiddle yard. The wagon lift is scratch built in brass and plasticard. Most buildings are lit and have a detailed interior.

While not strictly a building, the major feature of the

layout is the brick arches on which the railway is carried. All but the central section are made from laser cut card using a design developed with LCut Creative.

Everything has been given a layer of grime and an attempt made at creating a muted colour palette where little has been painted recently, and even less, cleaned. Only the advertising hoardings give a splash of colour.

Detailing

Getting the right balance between enough detail to make a scene looked lived in and too much can be hard. We hope we have got it right. We have tried to create little groups of people (mostly from Omen Miniatures) who can logically be standing together, focused on some activity (buying jellied eels, welding a bike, digging a hole). What we have tried to avoid are figures in the act of moving and anything with flashing LEDs.

Right

The J70 emerges from the siding ostensibly leading to the lower deck of the wagon lift. Height restrictions clearly apply to road vehicles wanting to enter Haydon Square Goods Depot.



Radio control for goods sidings

Initially the control panel for the goods yard operator was tethered to the layout, but this proved very inconvenient as the operator was inevitably blocking the view of visitors. We wanted some kind of wireless control, but did not want to convert the entire fleet of locomotives to radio control. The solution was developed by one of our members using components from Deltang which he re-purposed to meet our needs.

Effectively we have a remote control unit which duplicates part of the main control panel. It controls the direction and speed of the locomotives in the goods yard, the setting of one pair of points and five isolating sections.

This has worked well and allows us to operate the goods yard from behind the visitors looking at the layout. Hands off shunting is achieved using Sprat & Winkle fitted stock and strategically placed magnets.



The separate goods sidings controller uses radio control components from Deltang. It actually allows the operator to stand amongst the viewing public so as not block their view of the layout.



Display

At a model railway exhibition it is important to frame the display in some way and to light the layout adequately. We have tried to combine these two. The top fascia is made of lengths of ply joined in an L-shape. 12V LED lighting strips, self-adhesive and bought on line, are run along the inside of this fascia which give ample light. Aluminium tubes have been brazed together to form large brackets, resting behind the backscene, onto which the fascia fits.

We also have a display board giving a bit more information about the prototype and it carries the usual 'Battle Honours'. The board also has two other functions, to protect the end of the sector plate from the unwary and (turned to face inwards) to act as an end protection of one of the boards. This is part of a general design concept to consolidate and minimise the number of items to be taken to an exhibition. Nearly all the non-stock parts that need to be taken fit into two long

Above

Another trade business operating underneath the railway arches, this one the small engineering firm of J W Stutter.

Below

Another LMS engine on the local passenger – this time an Ivatt Class 2MT 2-6-0 No.46418 – which is a Bachmann/Tower Models production.



Right

Ian George's wagon lift built from brass and plasticard. It is based on one of several hydraulic wagon lifts once found at Birmingham Moor Street, as shown in *A Pictorial Record of Great Western Architecture* (plate 556). One of the few photos the group has of the real Haydon Square goods depot shows what looks to be the framework remains of some form of wagon lift in the background. Design of wagon lifts varied, some having the machinery underground, or alongside, and not housed in a 'shed' on the top like the Moor Street ones. So the model of the lift is accurate, but the location of this style of lift at Haydon Square is conjecture.

purpose-built wooden boxes (known as the coffins) plus a large plastic box for the removable buildings. We live in fear of arriving at an exhibition without a part, so have loading check lists which are ticked off before leaving the clubrooms.

Operation

Starting with the low level tramway which serves the wagon lift, this simply operates as a timed shuttle with alternate pick up and drop off of a wagon.

Turning to the main part of the layout on the upper level, most of the moves are covered by an operating sequence which is followed by the person on the main controller, aided by the person operating the cassette fiddle yard. In fact, we have four different sequences which all start and finish in the same place, so we can swap between them at the end of one sequence before starting the next. It is quite important that the two operators do this in concert, otherwise chaos reigns! Two passenger trains, two parcels trains, two goods trains and a railcar make up the building blocks, some of which start the sequence 'out front', with the rest on the cassettes.

There are five cassettes, each made up in two parts, one for the loco and one for the train; this allows a loco to be slid from one end of the train to the other without infringing on the number one rule "NEVER LIFT A LOADED CASSETTE", which is written along the back of the layout. The cassettes themselves are made from U-shaped aluminium extrusions on to which Peco track is fixed. To align and carry power, two pins at one end slot in to sockets at the other or into sockets for trackwork allowing trains to run off the sector plate.

The cassette area has space for six complete cassettes giving room for the five loaded cassettes to be shuffled about into any position. We have learned that the operator of the cassette fiddle yard is the key person for ensuring smooth operation, anticipating the needs of the sequence.

An exception to sequence operation is the goods trains. The goods yard operator, who works from the front of the layout, is given a train by the main operator. The yard operator then has complete control over the goods yard headshunt and two sidings to make up a new train. When ready the main operator takes the goods train and replaces it with another, but this can be at any point in the sequence, adding variety and challenge!

Stock

Stock belongs to group members and is a mix of kit built and ready-to-run items. We take a fairly flexible view on dates, but aim to have stock that would have been seen in the area in the period 1955 to 1962.

So did we accomplish our goals?

At the beginning we mentioned five goals. How have we done against these?

Goal 1: the layout should not require van hire to move it. Achieved – everything (including the operators) fits in to three private vehicles.

Goal 2: maximise the frontage available for viewing. Achieved – for a display length of 16' the whole layout is just 18' long overall.

Goal 3: the layout should be lightweight. Here we missed the goal – despite our best efforts, the layout is still heavy to move around. We know how to make a lighter exhibition layout, but the trade off is a reduction in robustness. This may be acceptable for a private layout, but not for a club one.

Goal 4: develop new skills. Achieved – we have learnt a lot. Some new ideas have worked and some haven't,



but we are, collectively, a bit wiser.

Goal 5: entertain and engage. Achieved – small really doesn't have to be boring!

Probably the final score is determined by the fact that we have a layout we feel proud of, which is enjoyable to operate, and which visitors seem to like.

Victory!

Thanks

Thanks to all the colleagues at the Farnham & District MRC who have contributed to building and operating Haydon Square. In alphabetical order they are: Robin Baker, Jim Edwards, Julian Evison, Ian George, Les Inwood, Ed Jackman, Pete Smith, Ian Welch, Richard Winstanley and former members Ron Patterson, and Mick Raybould.

Right

Some of the Haydon Square team members present during the photographic session, clockwise from left front are; Robin Baker, Pete Smith, Les Inwood, Ian George, Ed Jackman, Jim Edwards, with the author Julian Evison in the centre.



Ipswich in N

Words and plan: **IAN STOCK** Photography: **AUTHOR** or as credited

The attraction of features like *Plan of the Month* is that one can gain much pleasure from examining plans and schemes that you probably will never get around to building.

Life is just too short to realise every ambition – but that isn't to stop us dreaming.

Ipswich station is just one of those dreams, and in this dream, I'm indulging in the way modelers like to build layouts in the USA, where much more generous spaces seem to be available to accommodate huge layouts that often depict railway networks rather than a single scene.

I anticipate that this plan will probably appeal to those who like operating or collecting large amounts of rolling stock, for there is considerable scope for displaying it on this scheme which has been sized for N gauge.

Diversity

I've passed through Ipswich many times over the years, and it always struck me as a railway centre possessed of considerable diversity and interest, certainly well out of proportion with the middle-sized British town to which it is attached.

That diversity comes about thanks to its geographical location on the East Coast, not far removed from the deep-water ports at Harwich and Felixstowe, through which a considerable proportion of this country's international trade passes.

Historically, it had its own rail-served docks too. Though these declined as the increasing size of ships demanded ever deeper water, and space for modern container-based operations. However, it remains the centre for operations down the branch to the port at Felixstowe and is also traversed by traffic from Harwich, in both cases heading to or from the Midlands and North by way of the cross-route



▲ On 22 May 2019, in a scene that is already history, a MkIII Inter-City set bound for London in Greater Anglia livery pauses at platform 2 with former WCML Driving Van Trailer No.82102 at the rear. Two Class 170 DMUs on services for Lowestoft (far left) and Cambridge (right). All of these services have now been taken over by variants of Stadler FLIRT units.

through Bury St Edmunds to Peterborough. Other container trains reach the area along the Great Eastern Main Line from London. Fig.1 is a map of the locality which will put all this into a geographical perspective.

In the relatively recent past, the town's docks closed and have now been turned into a marina. If you know where to look though, you can still find remains of the quite extensive and very atmospheric network of dockside railways and exchange yards serving them, which served as one of the inspirations for Peter Johnson's very appealing *Canada Street* model.

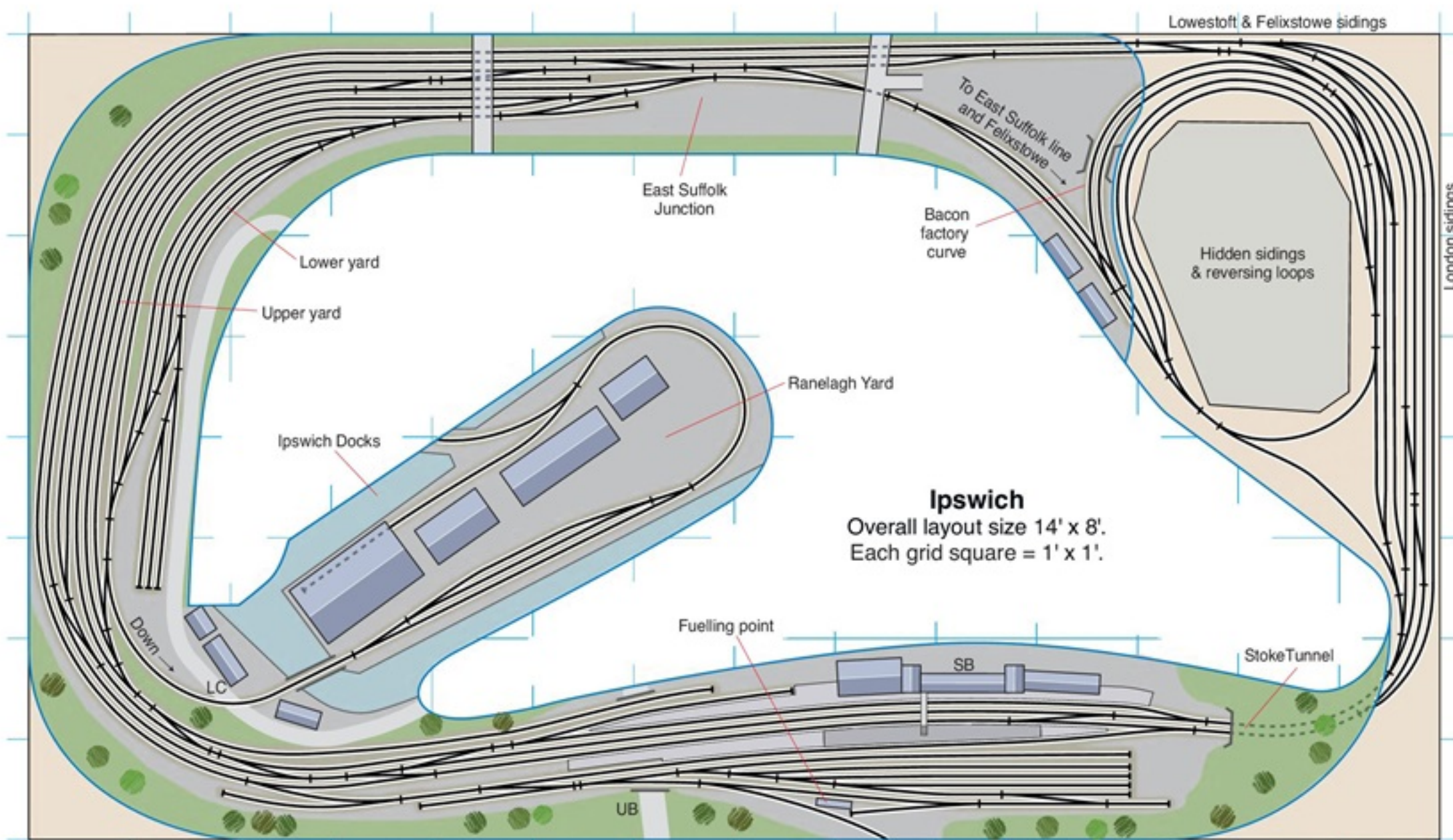
From a passenger train point of view, there has always been a lot of interest, with main line electric trains between London and

Norwich connecting with terminating diesel services on the secondary lines via Ely to Peterborough, and via Newmarket to Cambridge, and also the East Suffolk line to Lowestoft (originally Great Yarmouth) along with the

remaining diesel passenger services on the Felixstowe branch. Quite a few of the outer-suburban semi-fast electric services from Liverpool Street terminate at Ipswich, all in all ensuring that time spent at the station is rarely dull.

Fig.1 Location map





Historical background

Ipswich was first served by rail in 1846 by the Eastern Union Railway, which built a terminus at the other end of Stoke Tunnel, immediately to the south of the present station, and indeed the only tunnel on the line through the flat lands to Norwich. The tunnel was constructed when the line was extended to Bury St Edmunds in 1846, with the present station replacing the original one in 1860. What is now the main line to Norwich was opened in 1849.

Until 1968, Ipswich also had the third-largest locomotive motive power depot on the Great

Eastern, after Stratford and Cambridge. This was also situated south of Stoke Tunnel, and therefore outside the area of the plan. During the 1970s the railways of East Anglia suffered more than their fair share of decline and were still left with antiquated gated crossings, old semaphore signals, dusty blue DMUs and early Class 31s and 37s!

The line from Colchester through to Norwich was electrified between 1985 and 1987 and for a time during that period Ipswich acted as a half way staging point where Norwich services swapped between Class 86 and 47 haulage. The old loading

dock at the end of the up platform came in handy for stabling locomotives during layovers.

Rail services to the docks, which had latterly comprised containers and grain, finally ended in 1992. There has been a significant amount of track rationalisation over the years, though it has not all been a one-way process: in 2014, Bacon Factory Chord was opened in the northern outskirts, allowing direct trains from the Felixstowe line northwards, thus removing the need for all trains taking that route to reverse in the Upper Yard. However, quite a few container trains still also reach the

area via the North London line and the Great Eastern Main Line, traversing the station area in the process.

Locomotive and rolling stock potential

The Great Eastern saw many classic locomotives over the years – though often in the later stages of their careers. Surprisingly for a line whose London terminus is in the middle of the City, this line was often treated as a Cinderella; latterly it even struggled to retain its Inter-City status.

GER locomotives tended to be small and the LNER tended to run relatively small types too, compared with those used on the long runs to the North. In 1937 however, two class B17 4-6-0s were given A4-style streamlining

90 011 pauses at Platform 3 with a London – Norwich express in June 2019. The attractive GER canopies on the island platform are quite well preserved as is the original footbridge although now supplemented by a new-build accessible one a little further along the platform.



170 271 seen in the bay platform, having recently arrived from Felixstowe. The bay road is not equipped with OHLE.





▲ A view along platform 4, looking south towards Stoke tunnel. The down sidings are somewhat overgrown in this view but still used, as evidenced by the rake of bogie tank wagons. The southern access line to this platform is sharply curved.

in an attempt to recapture the glamour of the East Coast Main Line for the flagship East Anglian service.

But the interest perhaps really started in the 1948 when the line was allocated Britannia Pacifics which brought about significantly improved timings. Following this, from the later 1950s, the Norwich expresses were put in the hands of the English Electric Type 4s (Class 40). These lasted only a few years before they were ousted by the Class 47s that, with diminishing numbers of Class 37s remained in charge until electrification. During the 1960s and 1970s, the Ipswich area was a haven for many of the older diesel types, including Class 03 shunters Class 15 and early Class 31 and 37 types.

The 1970s and 80s brought all manner of locomotives to the area, including the occasional Class 20, while the fabled Manchester to Harwich North-Country Continental latterly to bring the exotic sight of a Class 45 to the East Anglian flat-lands. This train is worthy of a feature in itself: originally a product of the Great Central influence on the LNER, it travelled via various routes to reach its destination using Class 37 and 40 motive power before the Peaks took over. Almost until the end, it often featured a Gresley teak-panelled buffet-car in blue/grey livery. In its last incarnation as *The European*, it was re-routed via the North London Line with Class 86 haulage. All such cross-country services had ceased by 1991.

In recent years, Class 86s also operated the London expresses (latterly in push-pull mode with former Edinburgh-Glasgow driving trailers), later being replaced

by the Class 90s/MkIII/ ex-WCML driving van trailers that are only now being phased out in favour of the new Swiss-built Class 455 FLIRT units. Apparently, these are the first entirely new stock built for the area since the 1950s!

Much of what you need to operate this as an authentic model is available in N scale, or will be shortly, the only real omissions being some of the smaller classes of first-generation DMUs and the older EMUs. But the more modern ones are represented, with a 350 being available (from which a 360 might be fashioned?) and a 321 on the way...

Many of the Suffolk local services have latterly been operated by Class 170s, for which Farish make a model. But perhaps the glory of the layout would be the long trains of containers, which are easily enough accumulated, provided your pockets are sufficiently deep!

In addition to all of the activity on the main line, there is still a lot of coming and going of locomotives between the yards and the stabling point, and also an amount of changing of motive power when electrically hauled freights need to change to diesel power for the last few miles to Felixstowe. Class 86s still operate in pairs on some of these, while 90s are common, as are the inevitable 60s and 70s. In recent times, a Class 88 has even made an appearance.

The other absent item of rolling stock is the new units from Bombardier and Stadler, which are in the throes of taking over all passenger services. I wonder how long it will be before these are turned out in model form. Perhaps their so-far-limited geographical reach will count against them?

Elements of the plan

The station. This is quite compact, with three through platforms, one of which has the main buildings on the up (eastern) side, with other buildings sited on an island platform on the down (western) side. A complex of sidings still remains on the down side with locomotive stabling facilities, although these are to be relocated. Cambridge and Peterborough trains tend to start and terminate at the island platform, whilst at the north end of the up platform there is a bay which is used by services to and from the East Suffolk line. On occasions more than one train can be stopped at the same platform at the same time. Some stopping services to London also originate at the island platform, though others shunt out to the north after arrival, and then back into the up platform.

Perhaps rather surprisingly, the station retains its centre road, this actually being the main up line, with the platform road being a loop from that – but it is possible to use it as a bi-directional road. From a visual point of view, it lends the station a degree of completeness that so many others lost when such roads were removed. I suppose its retention is justified

by the amount of freight that needs to pass through, while the platforms roads are full, as they frequently are.

Pleasingly, the original Italianate Great Eastern station buildings remain, and have been sympathetically modernised along with their distinctive platform canopies. The view along the main axis of the station still looks substantially as it has done for the last 100 years. Gone, however, are such niceties as the platform-mounted signal box that used to grace the London end of the island platform, and the loading dock squeezed in between the main station building and the tunnel. The signals are, of course, now all colour light too, though there were impressive arrays of both lower and upper quadrant semaphores in the past.

Stoke tunnel. This dark hole closely impinging on the London end of the station is another distinctive feature of the site: almost as if a railway modeller had devised it for a scenic break. Topped by a residential area, the ground rises abruptly to the south of the station necessitating a sudden plunge into the gloom for trains leaving for London, while in the opposite direction, arrivals are rendered all the more dra-

Forty years ago on 12 April 1980, the driver of 47 085 *Mammoth* awaits the right away prior to heading into the blackness of Stoke tunnel with a London bound service. Photograph by Steve Flint



matic by the reverse sequence.

Upper and lower yards. To the north, the line rides a low embankment as it heads away from the town's central area with both upper and lower yards being located on the east side of the main line.

Ipswich Docks branch. To the south of the upper and lower yards runs a tightly-curved branch line, squeezing between buildings and crossing the River Gipping, and on towards the docks. It is however a much longer affair than I have shown on the plan.

The East Suffolk Junction. North of the yards the route through to Lowestoft and Felixstowe peels away from the main line which heads north towards Haughley Junction where the Norwich and Bury St Edmunds routes diverge.

So here we have all the key ingredients for a really ambitious N gauge model that could provide much of interest to those who like to see long trains rolling by – notably container trains in the modern idiom of course – but combined with an attractive landscaped setting.

Equally though it could be back-dated to any of several eras to produce a very atmospheric historical model. The station is not so large that a near-scale model could be produced in N gauge in a reasonable space enabling full Inter-City rakes to be run – and there is even a very convenient tunnel at one end!

The plan as drawn is a bit of a hybrid; my main aim was to optimise operational possibilities at the expense of a little historical accuracy, but it would, of course, be possible to cut out certain elements that were out of your chosen period. For example, the recently installed Bacon Factory Chord (the use of which in part is a means of reversing freight trains) would be omitted pre-2014, while the dock lines are, in historical terms, not needed after the mid-1990s.

As it is, the plan comes in at around 14' x 8' in N gauge, so a large garden shed or a spare bedroom would be called for.

I've also used a favourite American trick in order to depict part of the dockside – that is,

wrapping it around a peninsula, and taking some liberties with the routes of the water courses in the process. In that way, we retain a semblance of both the quayside and the Ranelagh Road yard. You could put a backscene down the middle, but I think that the high quayside warehouses and silos would probably do the job well enough in any case.

The storage sidings, which double as return loops perhaps look a little small in comparison with the rest of the layout – but their function is largely to accommodate passenger services; I anticipate that the majority of the freights would begin and end their journeys at the modelled yards, with a departing service re-emerging as a different arriving one, and the various return loops of the model make it possible to reverse the direction of run in the process.

A challenge in N scale would be to provide the equipment for a fair stretch of electrified main line, but a number of models in recent years have shown that this is entirely possible, whether you choose to add the actual catenary or not. A complex layout like this would make good use of DCC, of course, which would make the various reversing routes and locomotive changes easier to operate, and it would probably be a boon in terms of route setting too. This layout is also big enough to make it worthwhile developing a properly-sequenced



▲ This view of the refuelling area was captured on 12 April 1980. The tanks to the right seem much as they are today, but the SR and GWR grounded van bodies are long gone, as is the Class 03 glimpsed to the left. 47 183 stands idle on the tank siding. Photograph by Steve Flint

signalling arrangement too. It's certainly quite an ambitious undertaking for a home layout,

but one that could be very rewarding if you like sitting back and watching long trains roll by.



▶ A lot of Freightliner activity around the modern day fuelling point, with two Class 66s and a Class 70 in evidence.

RICHARD COLEMAN, JOHN NORTON AND GEORGE WOODCOCK take us for a ride back to the idyllic 1960s in this story narrated by George, mostly!

Framplington

A forgotten byway in Suffolk

Photography by Steve Flint



The year is 1965 and the railway terminus in the small Suffolk town of *Framplington* is about to close. This was a common fate for many similar rural branch-lines across East Anglia, most of which were to disappear over the following decade.

Framplington is different though, for it has retained its passenger service from Ipswich via Wickham Market, along with a daily freight service right up to the bitter end.

It's confession time again

John, Richard and I have spent many a year in this hobby bringing long dead railways back to life in miniature. *Framplington* is another one, and before you ask, the spelling is correct, for *Framplington* is based on Framlingham, the terminus of a six mile branch that really did run from Wickham Market on the East Suffolk line.

The line closed to passengers in 1952 with

freight services being withdrawn in 1965 when the branch closed completely.

In our world we have kept both the passenger and freight trains going until 1965, but, since dieselisation began in 1958, by our year steam was defunct.

Likewise, much of Framlingham's infrastructure was demolished when passenger trains ceased, but in this version of events the old steam shed remains in a dilapidated condition along with a rusty and forlorn water tower and crane.

The signal box is still in place too, and looks in a rather good state of repair even though closure was imminent. Similarly a well maintained station building stands assuredly, though no longer for passenger use, as it is now in private ownership.

In the goods yard we can observe the original goods shed retaining its use for deliveries of fertilizer and animal feed, plus

▲ A driver's eye view of the station, a very close copy of the layout at the real Framlingham station as it used to be. The cattle dock is to the left, the carriage siding centre, and the single platform centre stage. The platform road was never equipped with a loco release crossover. At the far right of the scene is the Station Hotel, which on *Framplington* we renamed as The Railway Inn, and the site of a fortuitous meeting for one of Framlingham's more famous residents.

occasional deliveries of miscellaneous goods. The small office within has become a signing on point for the few train crew staff still based in *Framplington*.

The granary building, also within the curtilage of the goods yard, belongs to E G Clarke, a feed and seed merchant. This firm despatches grain in BR bulk grain hoppers, and receives animal feed in 12T box vans.

A Brush Type 2 (a Hornby model) coasts into the yard with a train of empty grain hoppers bound for E G Clarke's siding.

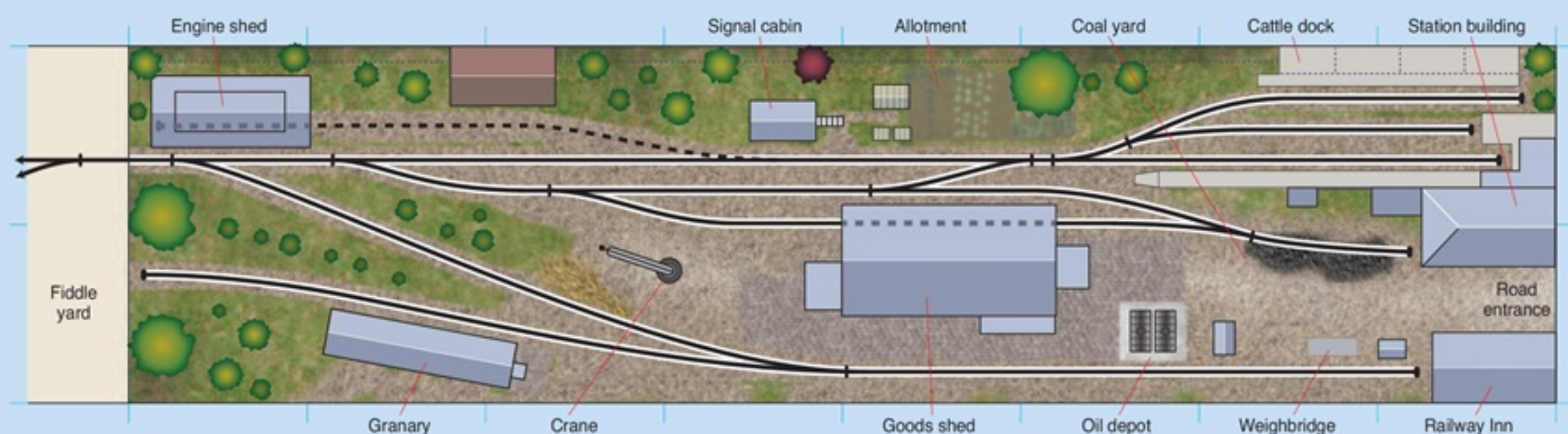
Solid and liquid fuels are also delivered to *Framplington*: the coal depot receives coal in 16T mineral wagons, and just beyond the weighbridge is a small tank installation which receives diesel oil and paraffin, mainly for use in agriculture, in 35T vacuum braked tankers.

The five ton yard crane is still serviceable for lifting farm machinery and containers off Conflat wagons, and nearby, is a small area allocated for unloading sand for a local building company which keeps its JCB excavator handy for the purpose.

At the far end of the station, tucked away in the corner opposite the station house is the disused cattle dock. The siding in between was known at Framlingham as the 'carriage' siding, presumably for unloading carriages of the horse-drawn and early petrol types in the early days, hence the end loading arrangement, which on our version still sees some activity in the guise of new tractors bound for the local dealer being offloaded.

In a scene now long gone, except on heritage railways, the driver halts his Derby Lightweight DMU to collect the single line token.





Framlington Size of scenic section 8' x 2'. Each grid square = 1' x 1'.



◀ The coal siding bringing solid fuel to the villagers of Framlington. No doubt once the branch has closed the coal merchant will still carry his business on from the site.

The granary building did exist though, but was not adjacent to the kickback siding, as we have placed it, but sited by the siding which led to the goods shed. We moved it so as to avoid the central area looking cluttered.

One other item on the layout is the allotment adjacent to the signal box. This probably did not exist at real life Framlington either, but I put it in because these were common for many years across East Anglia on spare bits of land by the side of the tracks. Not much chance of that these days though.

Famous resident

And so to the final building on the layout, that alongside the station house. This is a pub called the Station Hotel though we have changed its name to the Railway Inn, and it is particularly notable as being the very establishment in which Framlington's most famous resident – Ed Sheeran – signed his first recording contract.

There is one other building still to describe, but more of that a little later, as it is now time for us to hold our hands up...

Anyone familiar with the track layout at Framlington will notice how close it actually is to that depicted on our layout. However our interpretation of freight activities in the

spacious yard is somewhat embellished.

The long back siding which serves our oil depot was used by various businesses for both deliveries and the dispatch of finished goods, none of which we have modelled. The oil depot did not exist, nor was sand delivered to the yard as far as we know.

As seen from the pub by the station house. Had Ed Sheeran signed his recording contract at the Station Hotel some 50 or so years earlier – he would have witnessed this rustic station yard scene through one of the windows!



A drone – had such things existed back then – would have captured this view down the station site.





Close-up of the fuel depot, built using the Ratio kit. There should possibly be a wing wall around the perimeter to contain spillages.

Imagine for a moment that it's a warm summer's day. The driver of this Waggon and Machinenbau single railcar has handed the token for the single track line to the signalman and is now running his train slowly into the single platform. The door will open with a sssh and a handful of passengers will alight. After a few lazy moments have passed, and with the driver having changed ends, a press of the buzzer by the conductor will sound the right-away for the railbus to accelerate gradually out of the scene.

Layout technical details

The layout is 8'x2' scenically, with a 4'x1' fiddleyard. Peco Streamline code 75 track was used and wired for DCC operation using NCE equipment.

Seep motors are installed to change the points which are switch-operated via a small panel at the back of the layout. The single semaphore on the layout is a Dapol item and is wired to the DCC bus and operated by a

switch on the back of the layout.

Buildings by their nature are mostly scratch built; the exceptions being the old engine shed (a much altered Ratio kit), the water tower (an adapted Airfix kit) and the signal box which is a Wills kit but with the ends reversed. This latter item was based on the type of boxes used by the GER all over the Eastern Counties.

The crane is a Peco kit item and is very similar to the one at Framlingham, whilst the oil depot is another kit from Ratio.

Railway signs on the signal box and station, and that on the granary, were made by Trackside Signs. I fitted a photographic backscene from the Gaugemaster range – the first time I have used one of this type on a layout – and this particular version features a row of pre-war terraced and semi-detached house backs, very like the same houses that ran along the railway at Framlingham, and indeed are still there.

The backscene features a lot of trees of various colours and sizes, so we used model trees in front of those on the backscene to give depth: trees came from The Little Tree Company and Model Scenery Supplies as well as some home-made sea moss varieties.





To give the photographic backscene some depth we added extra trees immediately in front of the backdrop.

Clickety-clack

As the passenger service in the real world finished back in the 1950s, we were at liberty to run whatever passenger DMUs we wished in our 1965 timeframe.

Obviously the Waggon and Machinenbau railbus did not run on the Framlingham branch, but did see service on several branches in the area, including the Maldon and Mildenhall branches. So we chose this in preference to the other railbus examples. In any case four out of the five built are preserved, and I once had a lot of fun

spending half a day driving one on the North Norfolk Railway.

The other unit we feature on the line is a Derby Lightweight, again because they appeared on lines in the area, including the nearby Aldeburgh branch.

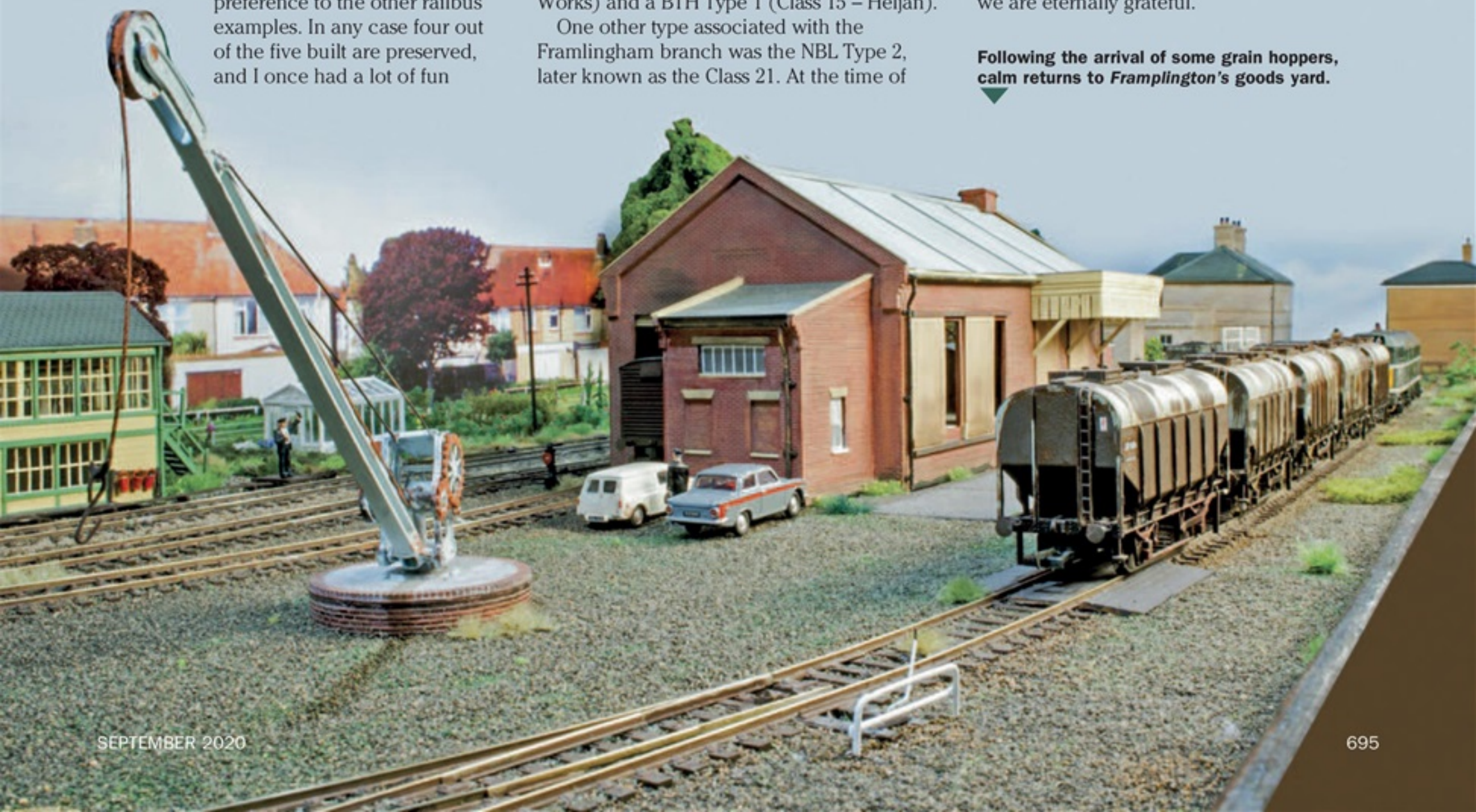
Freight trains on the branch saw four types of locomotive in use and at the moment we run a Brush Type 2 (Class 31 – Hornby), Sulzer Type 2 (Class 24 – Sutton's Loco Works) and a BTH Type 1 (Class 15 – Heljan).

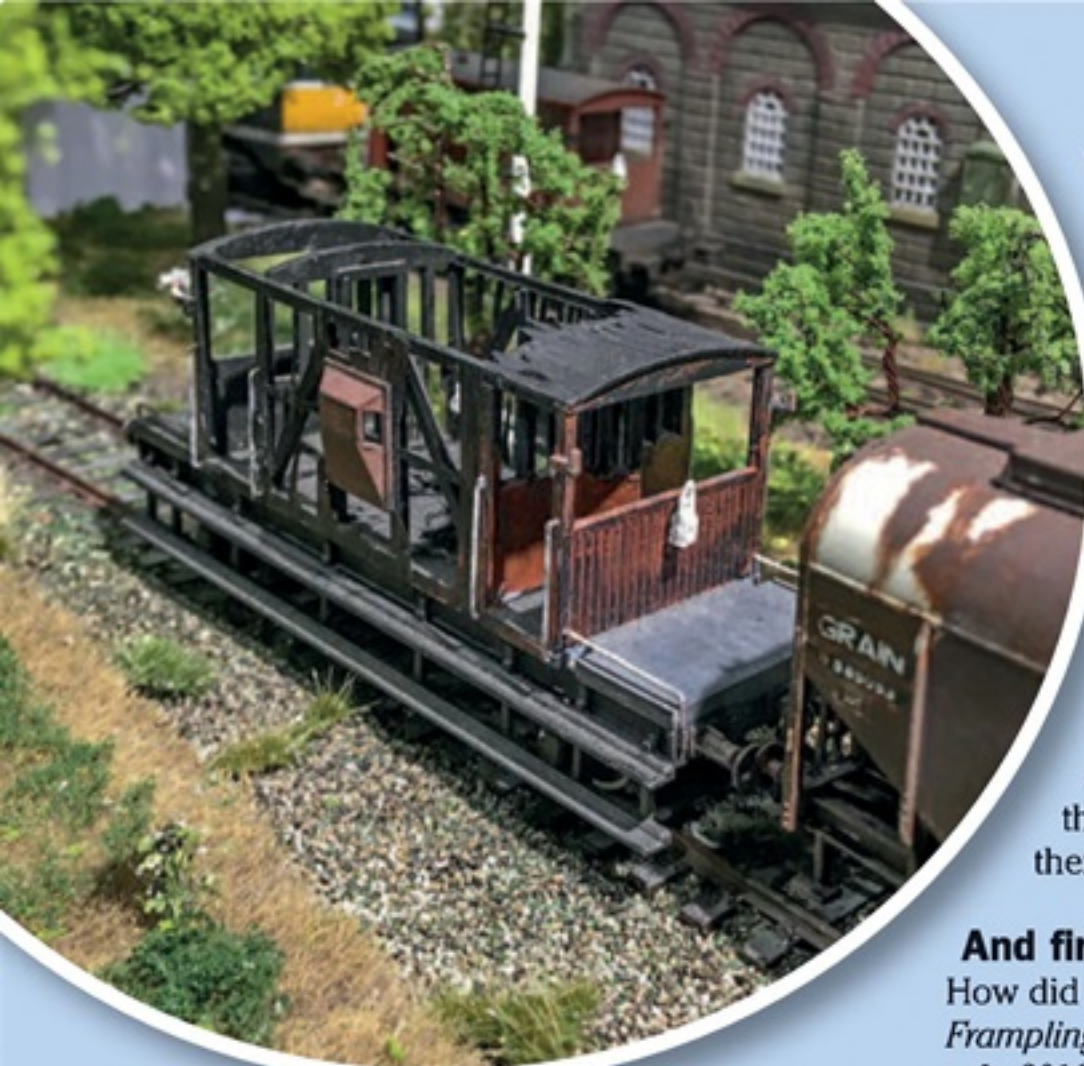
One other type associated with the Framlingham branch was the NBL Type 2, later known as the Class 21. At the time of

writing, Dapol were in the process of producing a model, but they were all allocated away from the Eastern Region before the period of our layout, so it is unlikely we shall feature one.

All the locomotives and units are sound fitted, fully detailed and weathered. The sound fitting is done by our good friend Kevin Dickerson of Coastal DCC who has also helped with the DCC wiring for which we are eternally grateful.

Following the arrival of some grain hoppers, calm returns to Framlington's goods yard.





▲ It rather looks as if the stove in this guards' van was faulty!

The majority of the wagons on *Framplington* are kit built using products from Peco, Parkside, Red Panda, and Airfix as well as R-T-R items from Bachmann, Hornby and Heljan.

▼ A Sulzer Type 2 D5041 (Sutton's Locomotive Works model) backs some oil tankers up to the fuel depot.

What's in a name?

Framplington was built for a competition but was never completed in time. For many years I have had a rule that I would never build another layout set in the same part of the country, but this layout appears to shattered that rule as we already have an East Anglian layout called *Fenchurch St Peter*.

Well, *Fenchurch St Peter* is in Cambridgeshire, but as *Framplington* is set in Suffolk, I think there is enough distance between them to get away with it!

And finally...

How did the very slight change of name to *Framplington* come about?

In 2016 *The Guardian*, in its Saturday magazine, did a spoof version of their weekly column 'Let's Move To' in which they created the mythical town of Framplington where old hippies, dreamers and fantasists would feel at home. Now that just sounds like it was meant for people like me!

Framlingham was the inspiration for article in *The Guardian*, and the rest, as they say, is history. I hope you enjoyed the ride?



▲ The area in the yard set aside for unloading sand for the local builders' merchant. The siding to the left serves the E G Clarke warehouse. In the distance, the old steam loco shed can be seen albeit derelict with an overgrown track, and a BTH Type 1 (a Heljan model) trundles into *Framplington* with a short freight.

Framplington back in 2021

A big thank-you to all the people I have not mentioned by name for their help and encouragement. The layout was to appear at High Wycombe and Warley in 2020, but we all know what went awry there – hopefully we'll be back in 2021.



A cross-harbour passenger ferry



Photography by the author

GILES BARNABE transforms a toy boat into a useful OO accessory for a waterside scene.

My latest layout had a need for a small inshore ferry boat. Space at the dockside, particularly the available width, was very limited, so something small was called for. The model is set in the 1920s, so the possibility of steam power arises. I grew up in Windsor in the 1950s when there were still a couple of steam excursion boats on the Thames, while the last commercial coal-fired paddle steamers were in use on the Hull to New Holland ferry until 1981, so a steam ferry seems quite likely for a layout set almost 100 years ago.

Although it is possible to carve the hull from wood, time was at a premium so I started looking for a cheap toy to convert. Much as I would have liked a Tri-ang tug or trawler to provide the hull, these 1950s era clockwork boats now command collectors' prices, so I was forced to look elsewhere. Eventually I came across the Thomas & Friends range which includes a push-along model of the barge, Bulstrode (photo 1). I managed to get two of these on eBay, and found them to be a little smaller than expected, but at least they did fit the layout.



The first job is to remove the wheels, so the hull can sit flush on the water; they are accessed by undoing the two screws beneath the hull and lifting out the deck. Next step is to saw off the wheelhouse, bollards and the 'lump' from the deck, and smooth everything off with a file; then a new deck can be provided from 20thou styrene, which can be cemented to the original deck for added strength. It is also possible to cut away the deck supports from the inside of the hull, so the deck sits a little lower, and gives a better height to the gunwales in 4mm scale.

The hull has some crude lumps moulded on, supposedly fenders. To make them look more like old tyres, their centres can be drilled out, which improves them considerably, but be careful not to go right through the hull. I suspect there should be hawse-holes in the hull at deck level with small bollards inside, to attach mooring ropes, but will wait to consult an ex-Navy friend to get the correct positions before adding these details!

Above deck

The structure above deck can be divided into three units; **The wheel-house** was made from the upper end wall of a Dapol signal box kit, with two windows used for the front and a single window on each side (photo 2). The corner posts were left on the single-window sections and styrene was used to clad the front wall to provide smaller windows, more suited to a ship exposed to



stormy weather. The panel above the front windows was rounded off, and the similarly shaped fourth wall was made from styrene, so the upper planking panel needed to be removed from the side walls in order to match. Thin styrene provided the roof and port and starboard lamps were suggested by small pieces of L-shaped styrene mouldings, although a purist might add a tiny cube, measuring about 1 x 1 mm, to represent the lantern! The ship's wheel is half a press-stud and a suitably posed figure was found for the interior of the wheelhouse.

Aft of the wheelhouse is a deck structure that is supposedly the **Engine room cover**. This is thinner than the two other deck-houses, as can be seen in photo 3, so as to provide room for seating, and was simply



made from a couple of layers of 6mm balsa. A small piece of the same balsa was shaped to give a curved top and added to the larger block to suggest the cover of a shaft descending to the engine room, by means of an internal ladder. The engine-room ventilators were made from rounded sections of plastic sprue, with the ends drilled out slightly. A tiny band of paper was wrapped round the top ends to suggest the flare. The funnel is a piece of the plastic tube from inside an empty bathroom soap-dispenser which was just the right size.

The passenger cabin (see photo 4) started with sides from two shortened roof sections of a Wills greenhouse kit. The lower sections built up with thin styrene overlays to make the windows smaller and match the height of the benches used inside the cabin – they are actually HO scale, but are the right size for the vessel. The rear wall used the greenhouse's door section, reduced in width



by one window each side, and a couple of millimetres off the bottom, as otherwise it is too tall. The forward end of the cabin was made from plain styrene sheet and a flat roof with rounded corners was added. Extra seats were added on deck and I re-discovered some life-belts in my spares box, which added interest to the cabin roof. Flag staffs fore and aft are household pins.

The model was painted white, which seemed appropriate for a sea-going ferry. For a river craft you could paint the deck-houses to look like varnished mahogany, like the Windsor pleasure boats from years ago. In this case the hull might be painted white, black, or even dark blue.

The result of this little conversion project is a small vessel, built mainly from scrap-box left-overs, but one which adds some character to the dockside.

Talking Points

Topical issues from the world of model railways

How times have changed.

Photography as credited

Nigel Adams reports on the strategy which Britain's first ever heritage line – The Talyllyn Railway – is adopting to get passengers back onto trains amidst the ongoing health crisis.

COVID-19 managed to accomplish something that nothing else had ever brought to bear since the volunteers of the Talyllyn Railway Preservation Society first started running trains in 1951: it closed down Britain's longest established heritage line.

We were not instructed by the authorities to close, but with no passengers to carry the railway took the decision to shut its doors on 24 March 2020. All but two of our employees were furloughed and the railway was put in a care and maintenance status.

Keeping the finances in balance and the day to day bills paid was a first objective and the TR's ongoing appeal fund immediately launched a 'Virtual Visit Appeal' which by July 9th had raised £106,000 plus about £20,000 more through Gift Aid.

The Railway also received grants from the Welsh Government and Gwynedd Council for which we were extremely grateful. However, even with those grants, there won't be any receipts from our train fares to put into the reserves for the closed season, as we normally do.

But all isn't 'doom and gloom' because, as always, our staff and volunteers have risen to the occasion magnificently and we will run trains in 2020!

However things will be very different as a direct result of the virus and other things which are totally outside of our control.



▲ 0-4-2ST No.1 Talyllyn about to depart Tywyn Wharf with a mixed rake of coaches. The locomotive was built in 1864 and is currently out of service due to the expiry of its boiler certificate. Photograph: David Mitchell

Shakedown

Within the Welsh Government rules (which are different to the rest of the UK) we opened the TR shop in June and the café on 13 July for takeaways and outdoor dining. By the time you read this, the first trains for the public to travel on should hopefully have operated on 1 August and been waved off by the local MP Liz Saville-Roberts.

Before then, to comply with the Office of the Rail Regulator's Recovery Plan, we will have run several 'shakedown trains' to check the Railway's infrastructure and the competency of our volunteers. Of course, our volunteers are regularly inspected anyway (I was a Signalling Inspector and a Controller Assessor for many years) but we must comply with the ORR's Plan which has been issued to all preserved railways.

Shakedown involves inspecting and tidying all the track and lineside, and repairing as necessary. Overgrowth and lineside hedges will be cut and trimmed, so the 'flail mower' will have had to work lots of overtime!

Rhydyronen station, about one third of the way along the line, will be in better condition than other parts of the route because we roped it off and 'employed' two local donkeys to keep the grass down!

From 1 August the plan was to run our Orange service, which is one train per day doing two round trips and, if all went well, on 8 August we would be running our two trains timetable – our Green service – that is two trains each doing



◀ The author at Tywyn Wharf station supervising shunting at the Quarryman's Gala in May 2015. Photograph: Maz Birchenough

two trips each way. This is very different to our normal Peak Season service, but it was all we could plan for with all the restrictions that are in place this year.

Pre-booking

The train services, however, are very different to normal. Like getting a hair cut at present, it is important for readers to note that people cannot just turn up and buy a ticket 'on spec' as they have always been able to do in the past. Passengers will only be able to travel if they have pre-booked their journey on line. This allows the railway to tightly control the number of people on site at any time. Full details of the pre-booking procedure can be found on our website:

www.talyllyn.co.uk/faqs-2020

If you are a member of the Society you usually enjoy free travel on the trains, but until the end of August this is limited to the 15.15 departures on the Green timetable, though the plan has been to run 'members only' evening trains throughout August.

In order to help meet current guidelines, bookings are for compartments for up to six people, this means that family groups can share a compartment in safety. We are not making face coverings mandatory but would recommend passengers use them. You will not need to use one whilst travelling with your family. Face coverings are available in the shop to purchase for the journey.

Break of journey

Another necessity are the restrictions on joining the train and alighting for journey breaks. Passengers are only able to start and finish their journey at Wharf station (the main terminus) and do a return trip on the same train. If anyone wishes to get off at Dolgoch or Abergynolwyn they may do so but they must travel back to Wharf on the same train in the same compartment from which they alighted. All the restrictions and changes are to be reviewed on 1 September.

You're welcome

I think that our volunteers have been approaching this totally new situation with a mixture of trepidation and excitement but, above all, delight that the Talylllyn Railway is running again even if the season is starting much later than usual.

Furthermore the way in which we run the trains will be very different than in the past. So much has changed in the way we live as a result of the virus and the no heritage railway can carry on as if nothing has happened – because it has in ways once unthinkable.

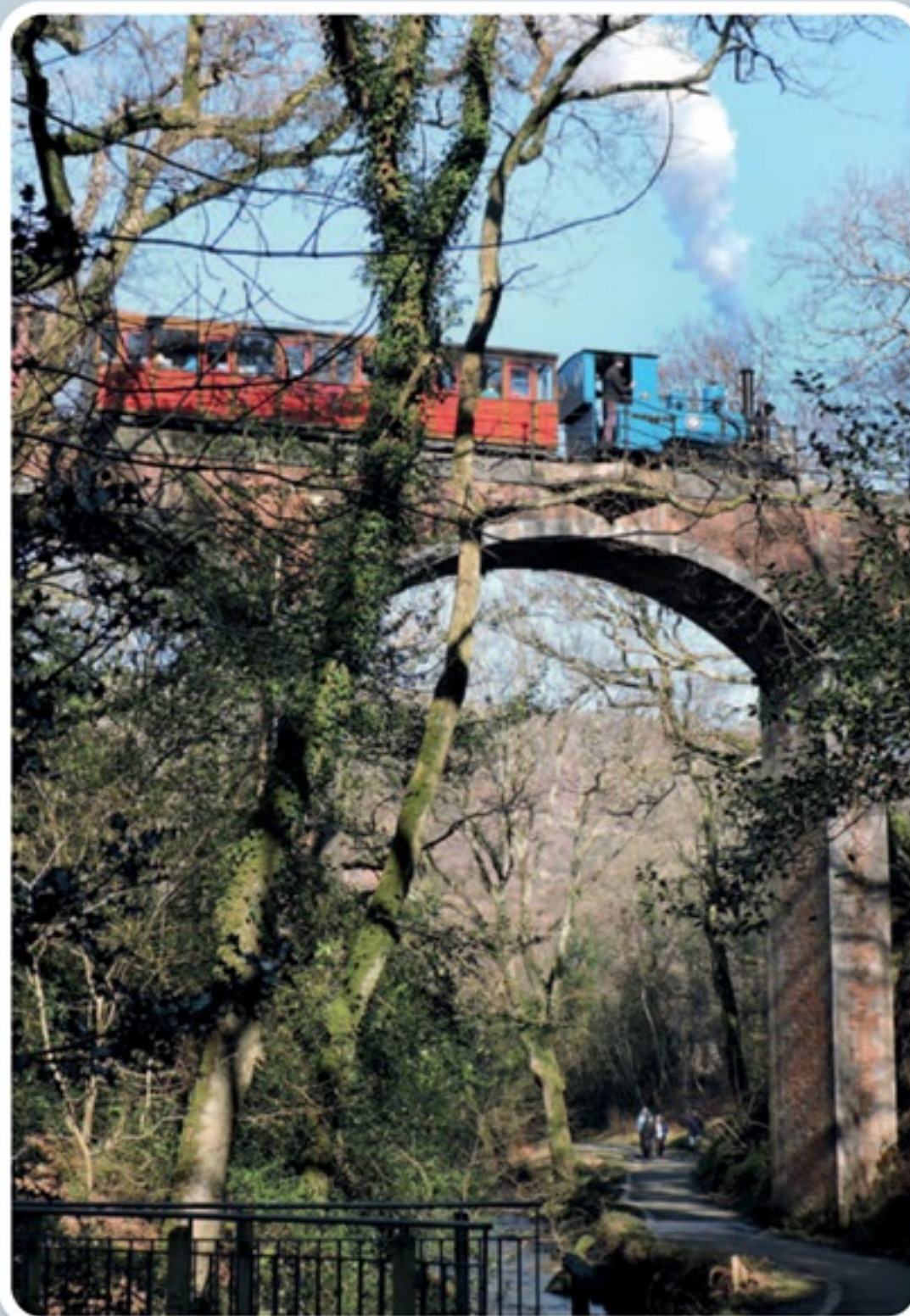
All the staff and volunteers of the TR really want to welcome all our passengers and supporters back. Everything is being undertaken in such a way that we comply with all the new regulations and restrictions which have been imposed on all preserved railways and supported by the Heritage Railway Association.

The edict is that it's all for the benefit of everyone; our customers, staff and volunteers alike: and although we may find it all a bit irksome to travel or work on a preserved railway, it's has to be tolerated.

This year the Talylllyn Railway has made five Steamsafe promises: we promise to

- Keep you informed
- Provide safe socialising
- Minimise contact
- Maintain excellent hygiene
- Take care of our teams (staff and volunteers)

Let's all hope that normal service can resume as soon as possible.



▲ 0-4-0WT No.6 Douglas crossing Dolgoch viaduct in 2018. Built in 1918 for the Airservice Construction Corps the current livery celebrates its RAF heritage. Photograph: David Mitchell



▲ No.1 Talylllyn again on a service train heading along Fathew Valley. Photograph: David Mitchell

Further information

To find out more about travelling on the Talylllyn Railway this summer and to get up to date information, readers can visit the following websites:

General information:

www.talyllyn.co.uk

Booking and travelling:

www.talyllyn.co.uk/faqs-2020

Support and donations:

www.talyllyn.co.uk/support-us/donate

Membership: www.talyllyn.co.uk/support-us/trps-membership

email: enquiries@talyllyn.co.uk

Helpline: 01654 710472

For information on all the many other heritage and preserved lines in the UK the Heritage Railway Association website is a good place to begin as it carries a comprehensive listing of railway re-opening dates and associated websites on which to find out visiting requirements:

www.hra.uk.com

www.hra.uk.com/covid19-coronavirus

By land, sea and air in 4mm

Museum of Transport

Since its humble beginnings in the early 1990s **ROBIN BROGDEN**'s layout has grown considerably and is now a veteran of the exhibition circuit measuring nearly 20' in length. It has attended more than 220 exhibitions, journeying as far north as Aberdeen and as far south as Exeter and Folkestone.

Photography by Craig Tiley

It is incredible to think that I started this layout 29 years ago. I never expected it to last beyond 10 years. Prompted by a love of historic transport and British trams in particular, it all began when I set about building a small portable exhibition layout

that could fit in a car. To enable a variety of trams from different systems to run together I opted to go down the heritage route and create a museum setting, which would also give me the opportunity to display other types of transport alongside.

The original incarnation started life as a 5' x 2' display board, rescued from a shop that was closing down. Its wooden frame was ideal for planting the traction poles whilst its tough cardboard infill made it light to carry. An open-roofed building in the centre served



as a tram depot and Museum Gallery, for static buses, cars and Kitmaster locos.

Between the Museum and the tram track was a miniature railway, which used an adapted N gauge loco and some scratch-built coaches to represent a line of roughly 15" gauge. The first trams were Keil-Kraft plastic kits, then available for around £2.00 each,

In its original form the layout comprised just the tram depot (far left) and Road Gallery. Other sections were added later, including the Lancaster Bomber display (which is motorised for engine start-up demonstrations), together with the miniature and standard gauge railways.

which I motorised using BEC-Kit chassis. The tram collection has grown considerably over the years and now includes brass and whitmetal kits from a variety of sources – as well as a few motorised EFE models. Most still utilising BEC mechanisms, as I find them reliable, robust and easy to repair.

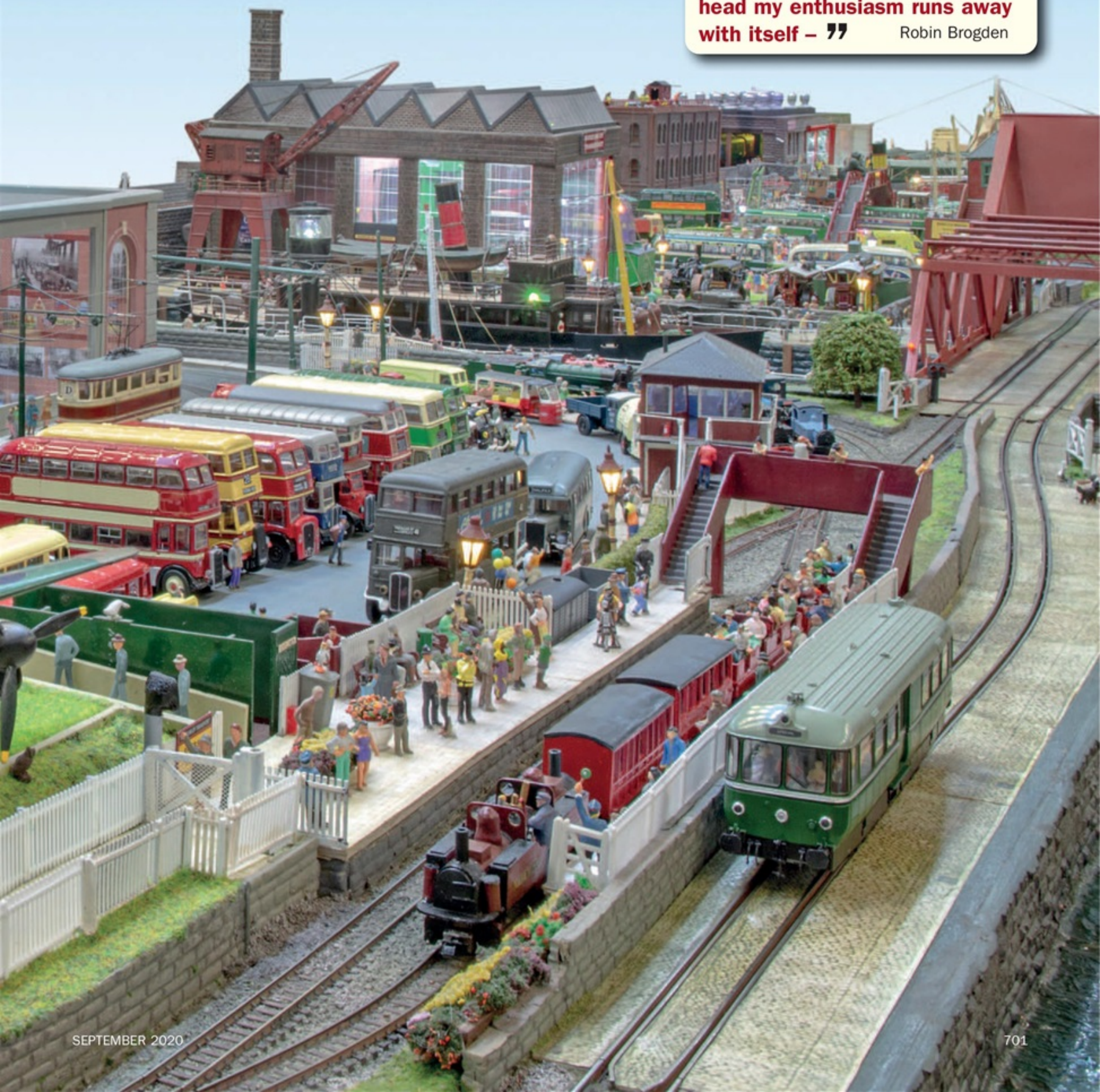
Onto the show circuit

Upon the completion of my original 5' x 2' scene, I received an open invitation to an annual Christmas Show in Bradford. So along went my layout, under the title 'Museum of Transport' (which I figured would do as



“ – Once an idea enters my head my enthusiasm runs away with itself – ”

Robin Brogden





▲ Maritime exhibits on the layout include the Paddle Steamer *Eric Cope* and (to the right) *St Olaf*, a vessel that was supposedly built in 1906 for passenger services between the Scottish Isles. In the foreground are displays of classic cars and a second miniature railway.

This working swing bridge model provides access for boats to the Britannia Dock. It carries the standard gauge line that runs along the front edge of the layout. A preserved Waggon und Maschinenbau diesel railcar is seen providing passenger rides.

a name until I could think of something better!). From that first public appearance came further invitations for two one-day shows.

Within a year I had added a further board at the front to display more static models, including a Lancaster Bomber, which has become something of a trademark of the layout.

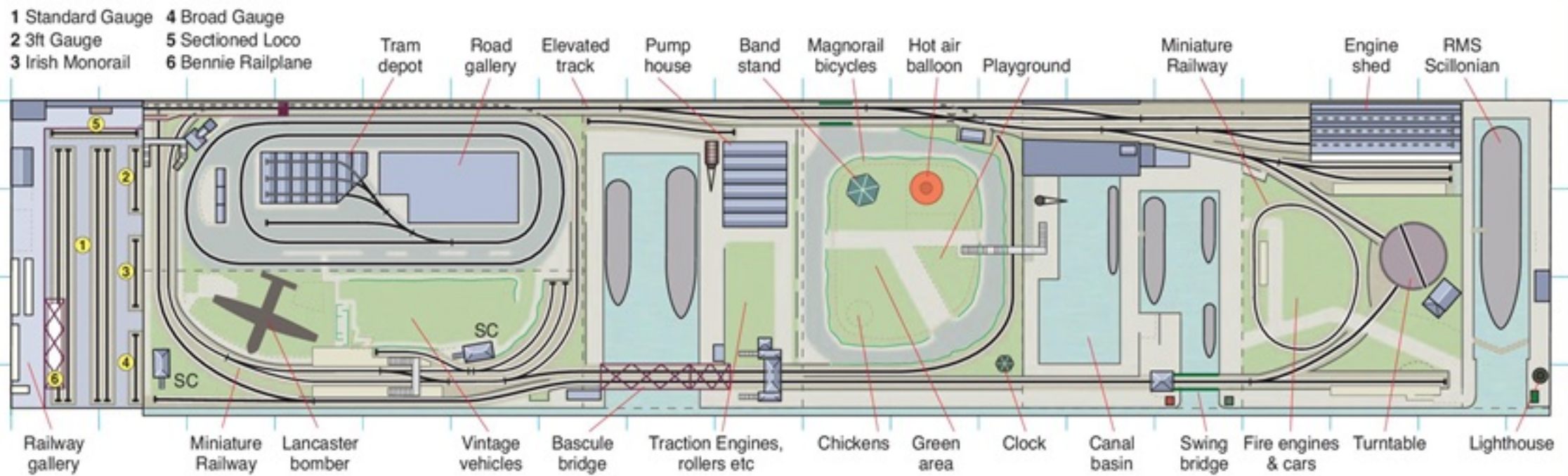
Museum expansion

As usual, once an idea enters my head my enthusiasm runs away with itself and I was acquiring more exhibits than I had room for and more trams than I had track for.

A radical rethink was needed, so over the next few months the layout was expanded with a new double track tramway running around a new Road Gallery and tram depot, a longer miniature railway and a separate Railway Gallery that could be filled with more locomotives, carriages, and all the artefacts you would expect to find in a good museum. A standard gauge steam loco and brake van now shuttled along the front providing rides for the 4mm scale museum visitors, which itself provided more movement to entertain the full-size spectators at exhibitions!

With more shows under my belt the layout was proving popular and I was finding that the public were attracted as much by the constant movement as the historical aspect of the museum itself. It is easy to forget that the visitors to exhibitions are not all enthusiasts, model makers or railway experts, and often walk away if they cannot see anything happening. The layout has evolved to represent almost every type of British transport it is possible to have, in what would be quite some museum complex were it real.





Museum of Transport Overall layout size 17' 6" x 3' 6". Each grid square = 1' x 1'.

Waterborne transport

Whilst I was never going to give the layout a specific location, it has been supposed that the museum site occupies a derelict and abandoned dock yard, the like of which could be found at numerous places around the country. This enables me to feature some boats as well, which are another particular interest of mine. However, finding a seagoing passenger vessel of British origin, which is small enough to fit a 4mm layout, isn't easy. I found a plan for *The Scillonian*, a passenger/freight vessel that was the lifeline for the Isles of Scilly for over 20 years. This was my first attempt at boat building and as a full-hulled model it was to have its own dry dock at one end of the layout.

Liverpool and the Mersey were favourite haunts of mine and a visit to Birkenhead inspired me to build a working Bascule bridge for the layout, sited on yet a further extension to the layout. This necessitated more water area, which was a good reason to build some more vessels to fill it: *St Olaf* is a fictional Scottish island hopper, its name derived from the letters left over on a sprue of Slater's moulded lettering! This is joined by a light ship based on the prototype that once protected Spurn Point at the mouth of the Humber.

Naturally, boats take the form of static exhibits on most model railway layouts, but I saw this as a challenge! I constructed a canal basin that has a steady flow of narrow boats

emerging from a tunnel at the back of the layout, turning at the front and returning to the back scene. The boats were made as lightweight as possible and are 'dragged' along by magnets on a length of motorised bicycle chain beneath the Perspex 'water' surface. The effect of the boats gliding along with no visible form of propulsion is rather convincing, and has caused many looks of amazement and wonder from observers of all ages.

The Railway Gallery (situated at the left-hand end of the layout) houses an eclectic mix of static exhibits, including the experimental Benny Railplane, which can be glimpsed here through the windows. A Double-Fairlie is tasked with hauling trains on the miniature railway.





Working road vehicles – and hot air balloons!

At the same time as the canal was added, so too was a circuit of roadway on which a vintage vehicle rally is permanently underway. Various vehicles move using the Faller road system: whereby the vehicle is self-propelled by battery power and a small magnet on the steering axle guides it along a steel wire embedded in the road surface.

In the centre of this, one of the attending vintage lorries is giving tethered hot air balloon rides. The balloon is simply winched into the air using fishing line and pulleys from the back of the layout, but nevertheless causes much attention.

Novelties and cameos

The railway attractions have also expanded; the standard gauge now also runs along the back of the layout under DCC control to allow shunting operations of locomotives – many of which have digital sound. More static exhibits have been added to the rail

▲ The Pump Station includes a working beam engine, the structure itself having internal lighting, as do many of the buildings on the layout. Also situated on this part of the museum site are displays of traction engines, showmans' engines and steam lorries.

This part of the layout includes a circular roadway with motorised vehicles operated using a Faller road system. Many of the buses are adapted EFE models. There is also a 'magnorail' bicycle lane, which can be seen curving round in front of the ambulance.



The layout includes this working model of a 400-ton bascule bridge, the lifting deck being demonstrated frequently during exhibitions. A streamlined GWR railcar (a Dapol model) crosses the bridge on the standard gauge running line.

gallery, including scratchbuilt models of one of the eccentric double-boilered Listowell & Ballyunion monorail locos and its train, together with the equally eccentric George Bennie Railplane, which is displayed on a section of its elevated monorail track.

The majority of vehicles are not fixed down, which allows me to put items of local interest in more prominent positions depending on where around the country I am exhibiting the layout, to try and catch the eye and spark a conversation with anybody interested.

There are also various whimsical cameos and animals to find, all hidden on the layout. Although this is intended to occupy the younger visitors, it is often the adults that spend the longest time searching for them!





◀ A view inside the Railway Gallery, which shows the array of exhibits on display including a sectioned rebuilt Royal Scot. Much use has been made of detail accessories to create displays of railway artefacts, as can be found in many railway museums.

And finally...

Of course, the layout would be nothing on its own, and its setup and operation is most definitely a two person job. Over the years I have had several regular helpers, who have each made a unique contribution to the layout in their own way; they all get my heartfelt thanks. I do take some pride in the fact that one of my previous helpers 'learnt his trade' helping me with the layout and went on to get a job as Design Engineer for a 'well-known' manufacturer of model railway products...

At exhibitions the operators and I always have time to chat, demonstrate and engage with the onlookers, as long as they don't mind the terrible jokes!

Show dates for 2021

On the assumption that public events will soon be returning to some normality, the layout is booked to appear next year at shows including **Bognor Regis** on 9 & 10 January, **Kendal** on 30 & 31 January and **Wimborne** on 20 & 21 March. For more information and pictures: www.museumoftransport.webs.com

The layout is based in Lancashire and is available for exhibitions throughout the UK. Enquiries can be made by email: robin.brogden@btinternet.com

A number of animated characters are dotted around the layout, all intended to make the layout 'come alive'.

Future expansion?

As with any layout, it can never be considered 'finished', and it continues to

The standard gauge stock shed and restoration workshop (with adjoining visitors' viewing atrium) dominate the background in this view. A B2 class Peckett 0-6-0ST (Hornby) prepares to depart from the platform on the right with a passenger shuttle formed of a single coach.

constantly evolve with exhibits being added all the time and the oldest parts being replaced as they wear out. Currently the only thing remaining of the original layout is the coaches of the miniature railway! The layout is now just short of 20' in length, with its own dedicated van for transport. Any further expansion would require a larger van, but the content of the layout will continue to change and evolve. It will likely stay on the exhibition circuit as long as it remains popular and the operators are fit enough to continue.



Exe Halt

Inspired by the former GW line through the beautiful Exe Valley in Devon

STEPHEN SEARSON built this oval shaped layout which sits within a unique monocoque framework.

Photography by the author

In the late 1960s I used to holiday in Devon with my parents near the village of Thorverton in the Exe valley. We stayed at the old manor house at Fursdon and on the wall in my room was an illustrated map of the valley. It showed the railway that ran along it and which included an intriguing place called Up Exe.

Up Exe even had its own halt.

In search of something smaller

For some time during the construction of *Sheffield Victoria West*, a layout to replace *Brookside* (see July 2001 *RAILWAY MODELLER*) I had been looking to build something smaller, and lighter in weight. *Sheffield Victoria West*, was to be a Woodhead route layout but remained unfinished. I went on to build

Garsdale Road in N gauge – my first attempt at something smaller – which used a 'flattened oval' track plan and was described in the June 2013 *RAILWAY MODELLER*.

That format – the 'flattened oval' – must have remained with me in the back of my mind, as when I came across two 4' diameter plywood boards, those thoughts came flooding back: I decided to turn them into a small portable layout-cum-test track.

I eventually settled upon a 4' x 3' scheme based upon Up Exe halt, but with the line curvature reversed, and a siding added. This I presumed was added during the second world war.

About the same time a cartoon in the *RAILWAY MODELLER* depicted a guy who only modelled railway lines after closure! So



▲ Unusually, the baseboard and entire surround is assembled together as a one-piece display, only the support legs are separate.

Exe Halt it became: I reasoned that if it didn't work, I could say that it was a closed station with the level crossing gates left open only to road traffic.

Monocoque frame

Once I had settled upon the shape, the two boards were temporarily sandwiched together and cut to shape: one board would form the base 'plate', and the other cut

An early Graham Farish Scenecraft station building was modified with a glazed porch to give a better representation of those used on the Exe Valley branches.





◀ Steam power usurps diesel power in this scene recreating a failed Class 121 being hauled by a Pannier. Ivo Peters' Bentley is depicted on the layout - just visible between the roadside trees

place for final fixing: all this took several days to complete, trying not to splinter the outer skin of plywood.

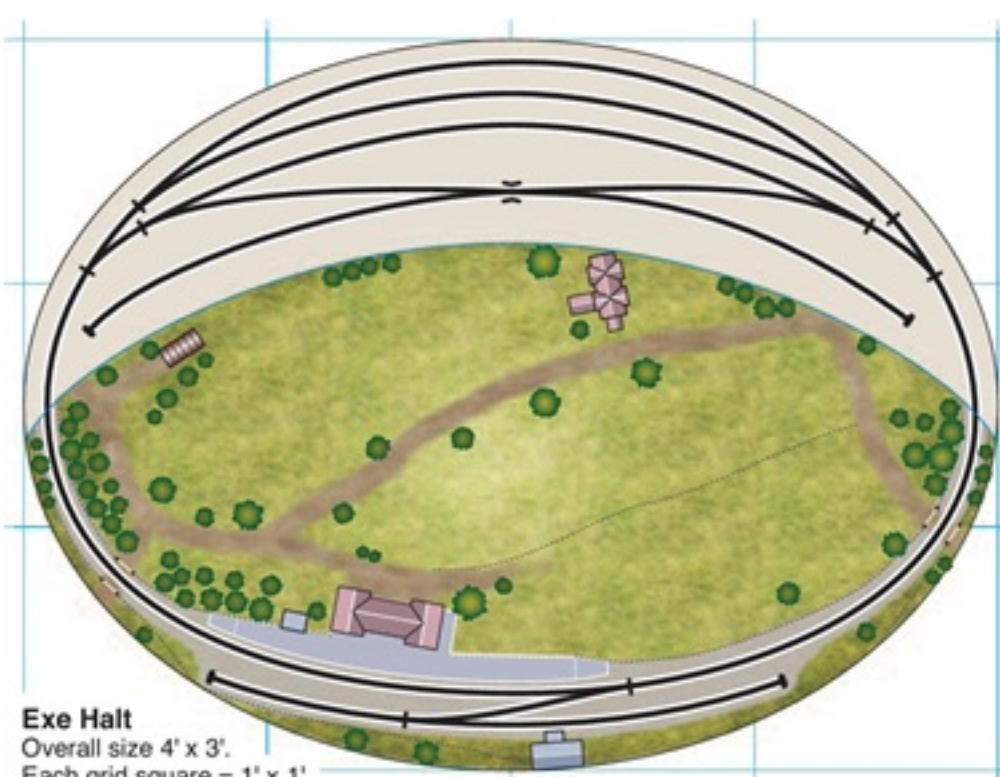
Finally, after the structure had been allowed to cure, the front and rear openings were cut out carefully with a jig saw the entire fascia was sanded down and varnished.

Scenic dressing

With the whole structure now sound and rigid, a start could be made upon completing the scenic work, the backscene came first with a skysheet and then Peco backgrounds suitably cut for their location.

The buildings are resin ready-to-plant ones which were similar to the actual buildings at Up Exe. The station by chance is from the early Farish resin range, suitably modified with a weather screen to the platform side and repainted. The only thing missing on it are the bay windows, though Bampton station (also on the Exe Valley line) is of similar design but flat fronted, so I can get away with it.

The ground cover is basically flock powders secured with dilute PVA adhesive, and the hedges are Jarvis with both 2mm and



Exe Halt
Overall size 4' x 3'.
Each grid square = 1' x 1'.

further to provide a top pelmet with lighting.

This new base 'plate' was marked up with track plan, station, and backscene positions, together with the changes in topography as in Fig 1. The position of the trackwork dictated the station curve on the front, and the fiddle yard pointwork prescribed the backscene location.

To get away from a flat board, the scenic side of this base was cut so that it could form

the basic land shape. The finished scenery would be built in forced perspective and diminish in scale towards the backscene.

Three strengthening timbers were attached to the underside of the base plate which have rubber feet attached to enable the layout to be erected on a table, if required.

The top and bottom 'plates' would be joined later to form the monocoque structure using softwood struts, and thin ply for the

backscene board and outer fascia.

The track work came next, both Peco Streamline code 55 and 80 track being used, front and rear respectively.

The points were teased into the shallow curves required for the siding and fiddle yard and tested to make sure that it would work once laid down (see Fig.2) The trackwork at the front was ballasted with fine shot-blasting granules, and it is also super-elevated slightly.

(An out of sequence note here: the fiddle yard capacity was increased later, after Peco released the N gauge curved set-track points).

Before the top and bottom boards were assembled together, ordinary domestic filler was used to blend the changes in levels to the scenic base and once sanded, was painted to represent the basic ground colours (see Fig.3).

To complete the monocoque structure the backscene board was attached to mark the height and position of the upper board, and 3mm plywood was cut for the outer skin which included a 5mm lip at the top.

The position of the boards was drawn on to the skin sheet to guide the main assembly.

Starting at the centre point, both the boards and skin were glued and pinned together, working each way to the ends. I steamed the ply skin prior to teasing it into

Fig.1



Fig.2



Fig.3



◀ The builder in the operating position. The key components to the monocoque construction are visible and there's even space for that vital tea mug!



4mm sizes used for the forced perspective, the 4mm ones towards the front and the 2mm to the rear, in any case in Devon the hedges are on an earth bank so appear taller.

Trees are a mixture of cheap ones found on the internet, along with the bushes. Some of these were lightly dabbed in paint to represent gorse bushes with their yellow flowers.

Little details complete the scene, with the odd figures, vehicles, telegraph poles etc, taken on the view that less is more.

Stock

Rolling stock is a mixture of scratch-built, kit-built, 3D printed and ready-to-run items, all weathered to help tone them down and all blend in together. You can often see a beautiful layout with pristine stock straight out of the box: sorry, that's a no-no as far as I am concerned.

Operation

So, what do you run on a layout such as this? As it's a former Great Western C restriction route, nothing larger than a Mogul or a large Prairie tank can supposedly be run. Although I did have a 28XX 2-8-0 and an SR Q1 for a time, so rule one applies here! It will also apply to the Sonic Models 56XX 0-6-2T when it arrives, which is basically a South Wales/Midlands locomotive.

The staple diet would be a 14XX on auto trains, with Panniers and small Prairie tanks on other passenger trains. Freight trains would have 14XX, Pannier, small and large Prairie tanks, and Moguls in charge.

Diesels came late in the day with Class 22 hydraulics making an occasional appearance: one was in charge of the last expanded passenger train on the branch.

No DMUs though, but a Class 120 was tried out, but with rule one in force again, I run a failed Class 121 single car DMU hauled by a Pannier! Otherwise, I have run all sorts of stuff as the layout can just be used as a test track, thanks to its small size and very quick start up time. The main locomotive list for the layout appears in the adjacent panel.

Further embellishments

It is said that a model railway is never finished, and there is always something to add. Indeed *Exe Halt* is no exception; I have recently added a Michael Portillo to join Ivo Peters with his Bentley... yes I know, both are totally out of place!

I have also introduced whistle and diesel horn sounds with the aid of two old Hornby Supersound boxes which I modified.

It's the black boxed ones I used that operate with a single push on the switch, unlike the red boxed ones. To isolate the required sound, all you need to do is remove the bare wire link on the circuit board, so you don't have the constant background steam hiss/engine noise.

These have been mounted underneath the layout and can now be operated from the control panel, so now we can have an off-stage toot before the train appears at the front.



▲ Another scene showing how the layout can be utilised for possible services from other regions, like this SR N Class 2-6-0.

Of course DCC has made these little boxes rather obsolete, but they can be obtained second hand. However, *Exe Halt* is analogue and I have no wish to change it.

For the future I am considering building another EM Gauge layout to use the stock that I still have from my old *Trafalgar Yard* layout (RM May 2004) and since sold on. This will have to be a circular one to fit in a restricted space 8' or 9' square, and the recent articles (at the time of writing) on the railways around Bamsley are intriguing. It just goes to show that there is always something to put your mind to in this wonderful hobby of ours.

Exe Halt – loco list

14XX: two, one black, one green.

57XX: three.

43XX: a P&D Marsh kit upon a Graham Farish chassis.

45XX: one (small Prairie).

61XX: one (large Prairie - soon to have a Farish Class 3 chassis).

N Class: one (used on SR diverted services).

BR Class 3MT 2-6-2T: one.

NBL Class 22: one.

Warship Class 42: A Farish one, with full front fairings and wire couplings.

Auto trains – often with two carriages – hauled by a 14XX 0-4-2T formed the vast majority of passenger services in the latter years.



Copper, Wort & Co Ltd

In this third instalment describing his new layout **PETER GOSS** reveals how this unusual Edwardian period freight-only railway is stocked and operated.

Photography by the author

There are no main line trains on this layout; no passenger trains; no mixed goods; no big engines; not even a brake van. All those are left behind on railway company property in the exchange sidings and platforms of Burton Station.

All you will see on this layout are short cuts of wagons being propelled around the back streets of Burton to be marshalled into cask and support trains: all played out along the winding privately owned tracks of the brewery. Cask trains are propelled by small brewery owned locomotives and Midland Railway small shunting locomotives, each bustling along, picking up and delivering to all parts of the complex, to and from the extensive marshalling yards.

From an earlier use of single plank open wagons prior to 1900, Edwardian times saw the casks transported mostly in five plank Midland Railway (MR) and Great Northern Railway (GNR) open wagons. The casks are generally being returned as empties for cleaning, washing or repairs. In the other direction, they are filled with beer and on their way for distribution. Open wagons are also used for collecting spent grains from the brewery and store deliveries.

In earlier Victorian times, long before the brewery lines extended into the town centre, casks were transported to and from the railway station along the heavily rutted gravelled roads using low level horse drawn carts known as 'floaters'.

For the transport of the more perishable commodities, Midland Railway covered vans are used which visit the maltings and brew house transporting grain and malt in special malt sacks. They also serve the bottling house. A few cleaned-out cattle wagons are also used for perishables.

There are also some brewery owned three plank open wagons which are used internally for deliveries of timber staves and iron rings for cask construction.

Coal for the works' boilers and locomotives is carried in Welsh PO colliery wagons and delivered direct.

Traffic scheduling

As all the stock is more-or-less on the layout all the time – out front – with very little off scene storage, some co-ordination is required



to move the trains around – no 'hand of god' shunting allowed on scene!

Trains can be classed as either travelling on or off scene to/from the marshalling yards; or moving from one part of the site to another. In both these cases, I intended that, when on display at an exhibition, trains would travel the full circuit a couple of times before a movement is completed.

That way the move sequence wouldn't be rushed, and a train could even keep running around the circuit if it needed to. A main route would need to be identified running through the layout. It would have to be kept clear for that sole purpose at all times.

A list of arrivals, departures and internal movements was drawn up using information gleaned out of Cliff Shepherd's book *Brewery Railways of Burton on Trent*. This identified principal material movements, their locations, the type of train and the reason for the movement. I interpolated the information into a language which represented the form of the model – see Table 1.

The storage area is mentioned numerous times in Table 1, but in reality I would take the train off scene at one side, and back on again at the other side as if it

▲ A train of three wagons runs along the 'through' route in the maltings section.

was on its way to the next destination. This reduces the use of, and requirement for a true 'fiddle yard'.

Next, I drew up a list of likely train combinations with the intention of trains being permanently coupled in rakes of around five wagons, with a couple of trains loose coupled. This resulted in;

- Cask trains – 4
- Covered vans – 1
- Internal user – 1
- Coal train – 1 (split)
- Longer through working train – 1

Table 1

	Traffic type	Train type	From	To
Arrivals	Barley for malting	Vans	Storage	Maltings
	Empty opens	Opens	Storage	Ale bank
	Empty opens	Opens	Storage	Brewery bank
	Empty opens	Opens	Storage	Cooperage
	Empty casks	Cask wagons	Storage	Washing bank
	Full coal	Coal wagons	Storage	Boiler house
	Stores supplies	Internal wagons	Storage	Cooperage
Internal	Malted barley	Vans	Maltings	Inside brewery
	Clean casks	Cask wagons	Washing bank	Ale bank
	Full casks	Cask wagons	Inside brewery	Ale bank
	Full casks	Cask wagons	Inside brewery	Ale stores
	New casks	Cask wagons	Cooperage	Washing bank
Departures	Empty vans	Vans	Inside brewery	Storage
	Full casks	Cask wagons	Ale bank	Storage
	Full casks	Cask wagons	Brewery bank	Storage
	Full casks	Cask wagons	Ale stores	Storage
	Empty coal	Coal wagons	Boiler house	Storage
	Waste	Internal wagons	Cooperage	Storage

That's eight trains requiring around 45 wagons in total. To work out an operating sequence, the various possible train movements were formulated using small pieces of paper to represent the trains/rakes, which were moved around on a paper track diagram annotated with all the siding names (see Fig.1 for details).

After putting the trains in a suitable start position I then made the moves, one at a time from one place to another, with the intention of ending up back at the start position in as short a list as possible and without it all getting too complicated.

This resulted in four columns of moves as shown in Table 2. This now forms the basis of a full operating sequence. Beginning at the top of column one, the individual train moves occur in descending order. When the last move in the column is completed, the sequence moves to the top of the next column, and so on until everything gets back to its starting position in column four.

Wagon rakes and couplings

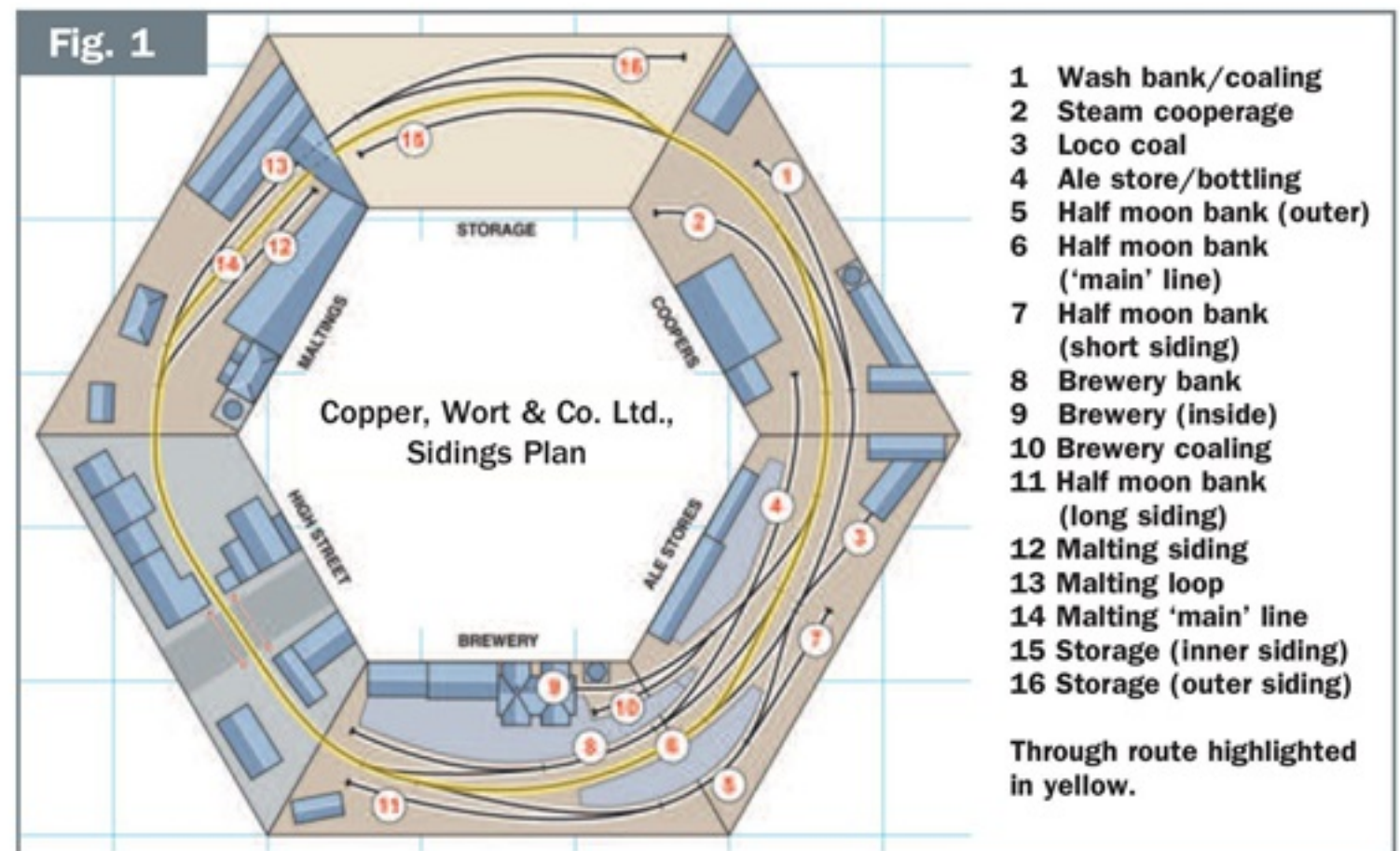
Having most wagons in short fixed rakes was a very important consideration, since a lot of wagons are either running or parked at the front of the layout. Despite designing-in three passing loops, the through line is only a single track, so any difficult wagon shunting could easily get tortuous without even trying!

I concluded it would be much easier to shunt a complete rake of wagons from one place to another. Secondly some of the buildings positioned against the backboards are very tall so siding visibility from inside the layout is limited in a couple of places.

Furthermore, the layout incorporates some frighteningly tight curves, so wagons needed to be coupled and operated in a way that would avoid any buffer locking. They are therefore set up as fixed rakes with special rigid but rotating couplings, allowing the rakes to be either pushed or pulled around the tight bends with ease.

These were made by using thin brass wire bent into an inverted U shape. One tail slots into a short piece of plastic tubing which is secured to one wagon beam end. The other tail fits loosely into another short tube length fastened onto the next wagon.

I primed the brass links with gloss black paint and over painted in dirt colours to disguise them. The wagon rake can be then be pushed or pulled around the tightest curves with absolutely no buffer locking



▲ One half of my rigid, rotating coupling system for connecting wagons together.



▲ A pair of wagons coupled together; the bar, when painted black, is unobtrusive.

providing the wire coupling is of the correct length (see photos 1 and 2).

I used a similar system for the coaching stock on my *Worlds End* and *Rowlands Castle* layouts to simulate both close coupling and movement without coupling 'slop'. I know wagons are visually enhanced with three link couplings but we can't have everything.

At both ends of the fixed wagon rakes, and on all loose wagons I fitted Sprat and Winkle couplings obtained from Wizard Models.

I originally designed into the layout a dozen electro-magnetic de-couplers, but these proved so strong that the free running wagons were pulled along the track from a distance away when the magnets were switched on!

I took them all out and replaced them with a few 3mm x 2mm fixed micro magnets set between sleepers at strategic siding head locations. Adding an extra magnetic loop to

the three link coupling chains was all that was needed for the Sprat & Winkle couplings to work properly. Single loose coupled wagons are limited to coal and internal workings where a single wagon can be pushed into a short siding as part of the



▲ Modified Sprat & Winkle couplings are used for wagons which must be uncoupled.

Table 2

Train/rake	Starting position	Column 1 moves	Column 2 moves	Column 3 moves	Column 4 Moves
Cask 1	Wash bank/coaling	→ to Brewery inside	→ to Half moon long siding	→ to to Half moon outer bank	→ to Wash bank/coaling
Cask 3	Steam cooperage	→ to Wash bank/coaling	→ to Brewery inside	→ to Wash bank/coaling	→ to Steam cooperage
Coal (part)	Loco coal	Does not move	Does not move	→ to Malting loop	→ to Loco coal
Cask 2	Brewery bank	→ to Ale store/bottling	→ to Steam cooperage	→ to Ale store/bottling	→ to Brewery bank
Coal (part)	Brewery coal small siding	Does not move	Does not move	→ to Malting loop	→ to Brewery coal small siding
Cask 4	Half moon long siding	→ to Brewery bank	→ to Half moon outer bank	→ to Half moon long siding	Does not move
Covered vans	Maltings siding	Does not move	→ to Brewery inside	Does not move	Does not move
Internal user	Storage inner siding	→ to Half moon short siding	→ to Storage inner siding	→ to Brewery inside	Does not move
Through	Storage outer siding	Does full circuit	Does full circuit	Does full circuit	Does not move

sequence and not get in the way of operation. A longer train of wagons is kept on the loop line at the maltings for occasional trips around the layout (see last row of Table 2). The single shunter's wagon and directors' saloon also get a trip around the layout at regular intervals.

An alternative running order

Whilst the running order in Table 2 is very nicely organised and can be understood and followed in a calm atmosphere at home; running the layout at a show can often be an altogether different kettle of fish. Something a little simpler was thought to be required as an alternative running option, particularly if only one person was operating.

I still wished to retain the visually intensive and cluttered appearance of all the rakes of wagons sat out in front of the layout with a moving train weaving its way through them.

So using the originally planned set up positions, three or four of the trains were placed with locomotives already attached, so they could simply take turns to do the circuit a few times and then either reverse back into their original siding or run back into the loop they originated from. The other trains would remain static for the day.

The following day things are swapped about, so all get a run.

Extra electrical pick-ups for small locomotives

The little Hornby Peckett 0-4-0ST locomotives, whilst fantastic in detail do require immaculately clean track and wheels to prevent the stalling that often seems to happen, especially when you look away for just a moment.

At the East Anglian model railway show early in 2019 whilst displaying the layout in a part-constructed state, random stopping locos began as a small issue but grew into a more concerning problem.

Polite viewers would pretend to look away whilst waiting for the hand of god to push the loco along a bit.

At Spalding, later in the year when I was explaining this phenomena to Paul Bason during a conversation, he suggested that as I had so many 0-4-0STs, I should permanently couple a wagon to a loco to enable the use of additional electrical pickups fitted to the wagon wheels and wired to the loco.

Instant decision made. I decided to permanently couple and wire individual wagons to all four of the Peckett locomotives I use on the layout.

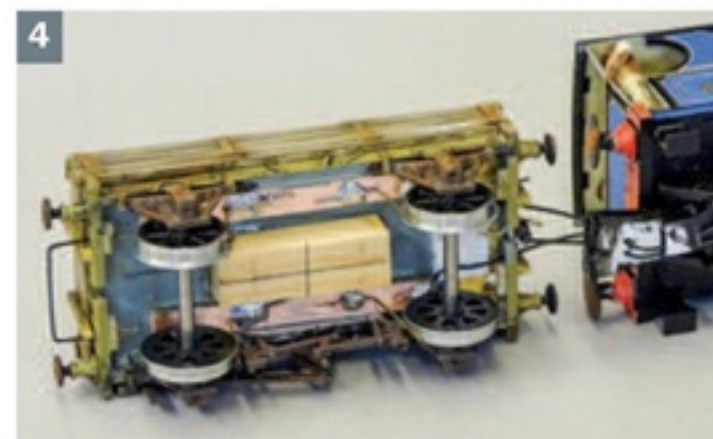
Not wanting to increase the stock quantity further (and I am aware of the now ready-to-run equivalent of this method) the electrical pick-up wagons would need to be procured from either a whole train being dismantled, or a selection taken from the stock roster.

Before commencing in earnest with the alterations, and to identify likely wagons to turn into 'pick-up' wagons, I decided to set all the wagons up on the layout in the workshop, and go through the whole exhibition running sequence to test them.

Following the trial, four suitable wagons were chosen for conversion. Branchlines provided the Romford all steel spoked wagon axles and Jeff Taylor assisted me with the additional wiring.

Wires were soldered to the rear wheel pick-ups (the loco wiper blades may lose their springiness due to heat from the soldering iron causing a little expansion) and then fed through holes in a filled-in Hornby coupling bar, minus its hook, and soldered to copper clad sleeper strips glued to the underside of the wagon. Short lengths of 0.5mm brass wire were then soldered from the copper clad strips to form light spring contacts on each wheel (see photo 4).

A metal wire coupling was fixed in place between wagon and locomotive similar to those used in the fixed wagon rake. After



▲ Extra pick-ups fitted to the 'runner wagon' for the Hornby Peckett models.

suitably weighting the wagon, with eight wheel pick-up the running reliability of these small locos is now extremely good.

In hindsight, I should have arranged for a couple of the locos to be wired so they could run cab first. There's always hindsight!

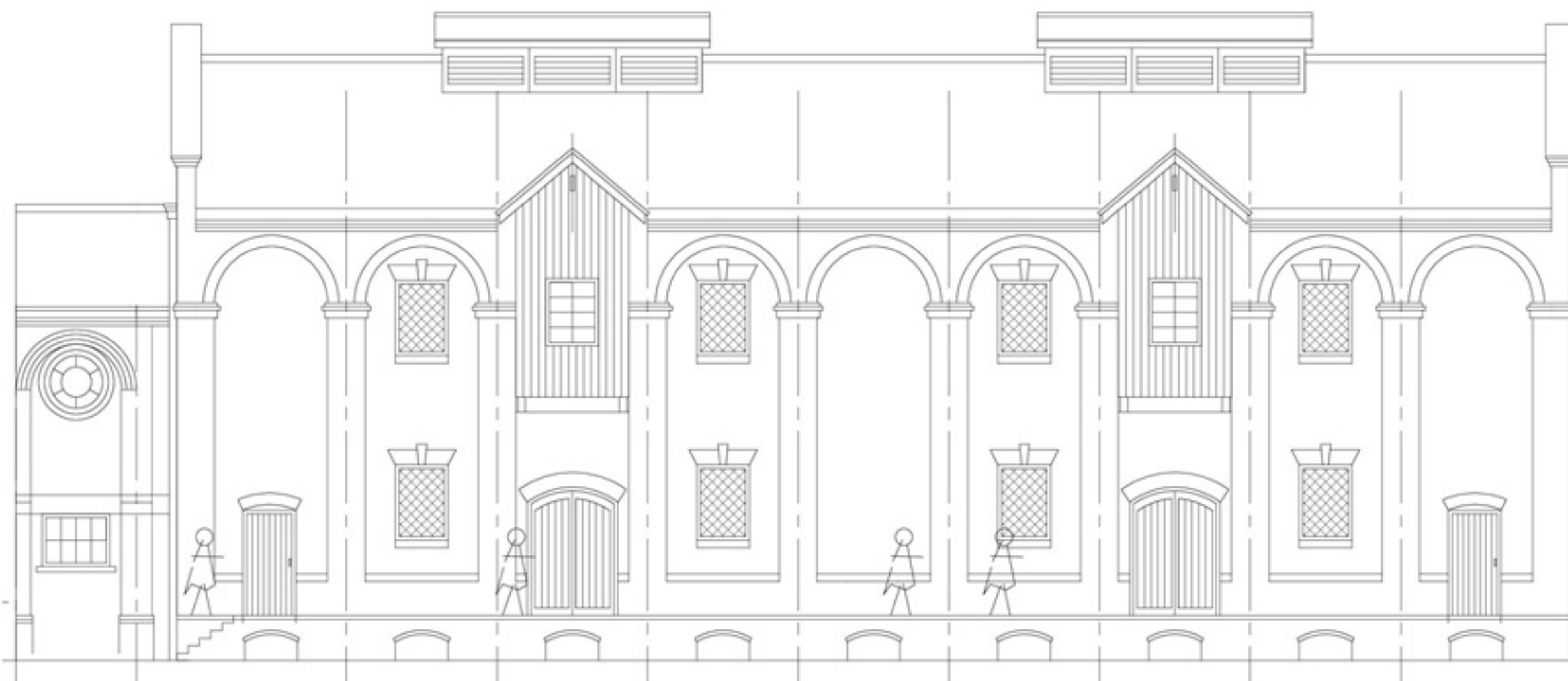


▲ Peckett 0-4-0ST No 4 seen with its runner wagon. The wires and the permanent coupling link are virtually invisible from normal viewing distances.

Through route signalling

To assist operators in the centre of the layout, the through route around the layout is identified with LEDs hidden inside adjacent buildings (the photo shows two with the buildings removed). The LEDs are normally illuminated green to indicate that all the relevant points are set for the through route, but change to red when a point is switched towards a siding. All other sidings and loading banks are identified with their names on small track diagrams affixed to the back boards for operator reference.





In this third article we present two more scale drawings prepared by Peter Goss of the structures on *Copper Wort & Co Ltd*.

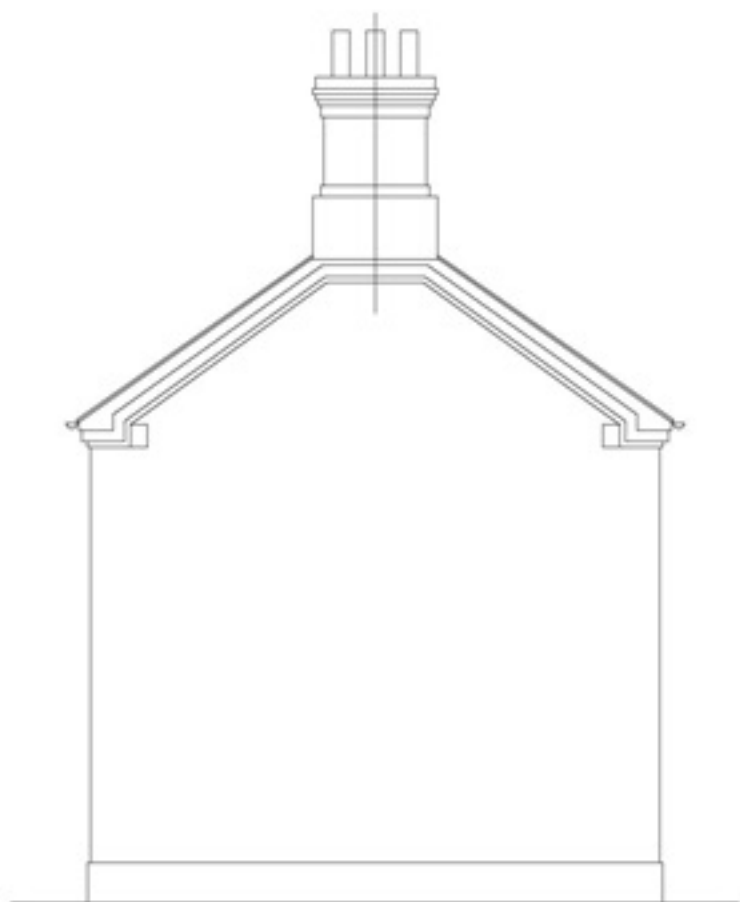
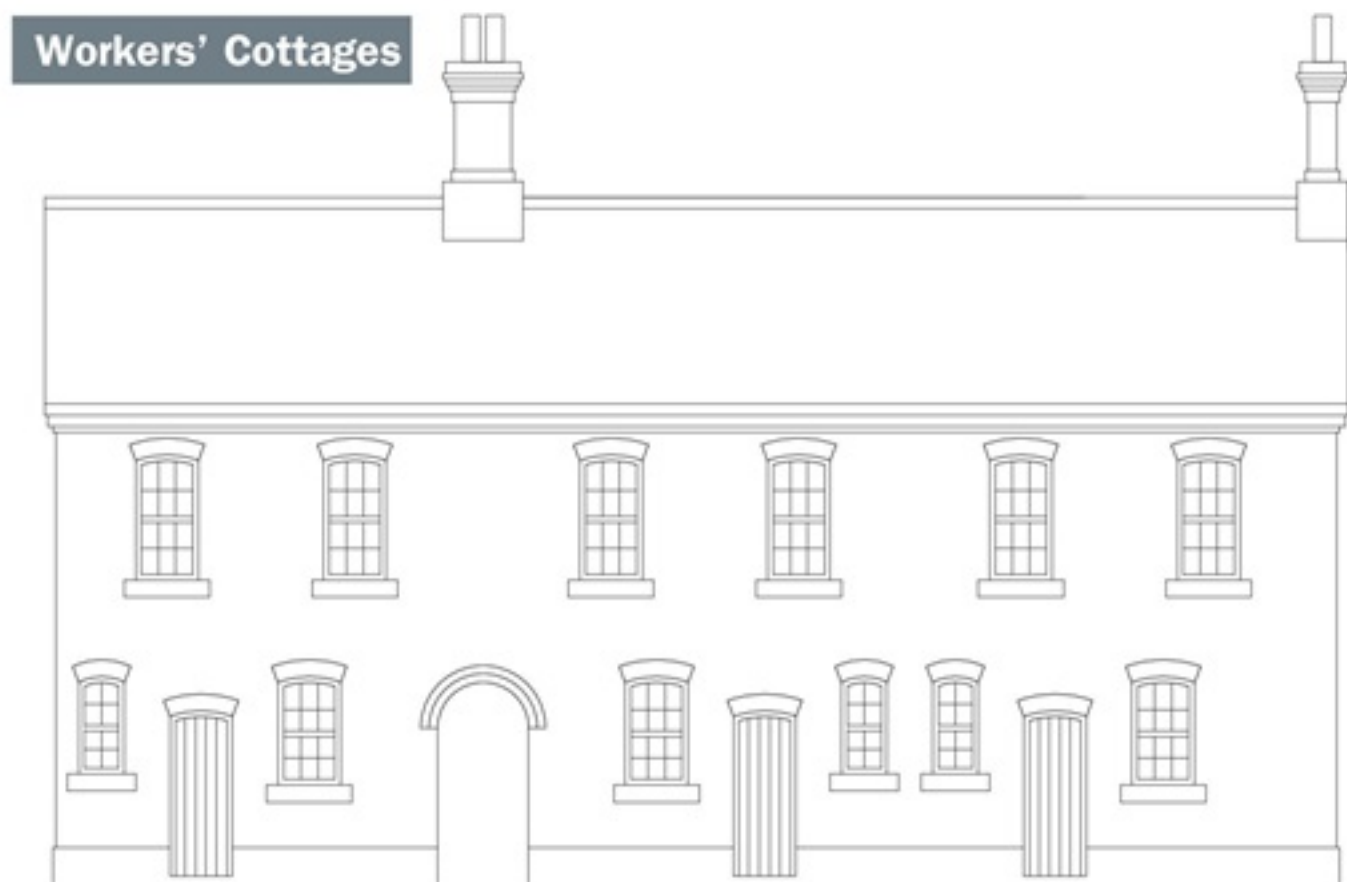
The Ale Stores

The two storey ale stores building is based on a remaining Bass building on Duke Street. Similar arched bay brick construction to the maltings but square headed windows this time with stone head lintels. Joe Stamper advised introducing a bottling store on the end of this building for which I used the Truman's brewhouse design found in Cliff Shepherd's book to capture the large feature windows modelled.

Workers' Cottages

Bass built some workers terraced cottages. One such row still exists off Shobnall Road. I have created a terraced row of 3 cottages at the end of the layout facing the joiner's workshop.

Workers' Cottages



Part one: from Hastings to Heroine

Sweet Caroline

As revealed in the July issue of RAILWAY MODELLER, Revolution Trains is producing a model of the former Southern Region manager's saloon Caroline in OO gauge. In this RAILWAY MODELLER exclusive insight **BEN ANDO** of Revolution Trains describes how a company goes about turning such a historic vehicle into a model. He begins this month by delving into the history of this iconic vehicle.

Few railway vehicles have carried a prince and a princess and only one has also carried a serving Pope and the very first passengers into the Channel Tunnel – the former Southern Region General Manager's Saloon TDB975025, now known as *Caroline*.

Railway operating vehicles have always held an interest for me; especially the small number of non-passenger saloons designed to carry railway royalty rather than the hoi polloi. And among that club, very few have claim to be more historic or iconic than saloon TDB975025.

▲ *Caroline* in mid-Brunswick green at Chard Junction with 37 409 *Lord Hinton* on the 16 May 2019. Photograph by Steve Haynes

▼ Nine years earlier, on 8 September 2010, and 37 409 is again with *Caroline* – in its Viridian livery – on an inspection tour via Swindon and Worcester. Photograph by Steve King



So when Revolution Trains was approached by an 'angel investor' with the funds – and the enthusiasm – to work with us to produce a model of the saloon in 4mm scale OO gauge, we were thrilled with the opportunity. It's also possible if there is enough interest that an N gauge version could be produced (see panel on page 719).

The background

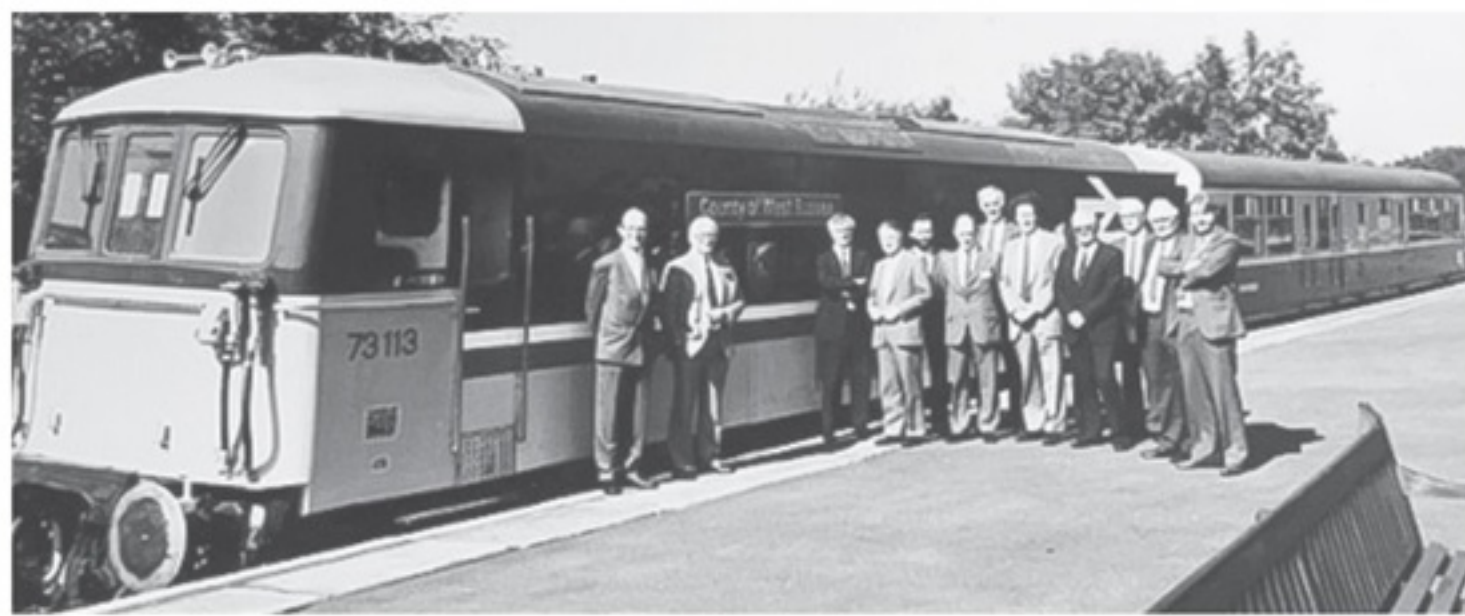
To research our model, I made contact with numerous railway professionals who had been, or are now, involved with the saloon. One was Gordon Pettitt, Southern Region General Manager from 1985-1992 and the last person to hold that post.

"It had amazing versatility," he told me, "as it could be driven from either end, or you could drive the locomotive from the saloon, or even put it on the end of an electric train – such as a VEP or a CEP – and drive the whole thing. It's an amazing vehicle."

In the late 1960s the Southern Region had identified a need for a saloon that could be used by the civil engineer for track and infrastructure inspection while offering the general manager a vehicle for entertaining VIPs like council officials, parliamentarians, or other railway stakeholders.

S60755, the redundant buffet car from Class 203 Hastings diesel electric multiple unit No.1031 when it was converted from a 6B to a 6L, was identified as a suitable donor vehicle and entered Stewarts Lane depot in February 1969.

The Hastings units had been constructed with a narrow body profile to enable them to work through the restricted width tunnels between Tunbridge and Hastings (caused by



slipshod contractors in the 1850s). This meant that the saloon would be able to travel anywhere on the network.

Initial adaptation

The conversion took eight months. Windscreens and driving consoles were fitted at each end along with two-character headcode boxes, third rail shoe-gear was added, along with 27-way jumper cables. The vehicle was renumbered TDB975025 and repainted into British Rail corporate blue/grey livery with yellow ends.

During the BR era the saloon was shared between the Chief Civil Engineer and the General Manager.

"Converting from a Hastings unit gave it total flexibility," explained Mr Pettitt. "It could access any piece of track on the Southern Region. Haulage was usually a Class 33 diesel, but sometimes we used a Class 73."

I asked him about the sort of activities he experienced on board.

▲ The saloon with 73 113 County of West Sussex and County Council officials in the late 1980s. Photograph courtesy Gordon Pettitt

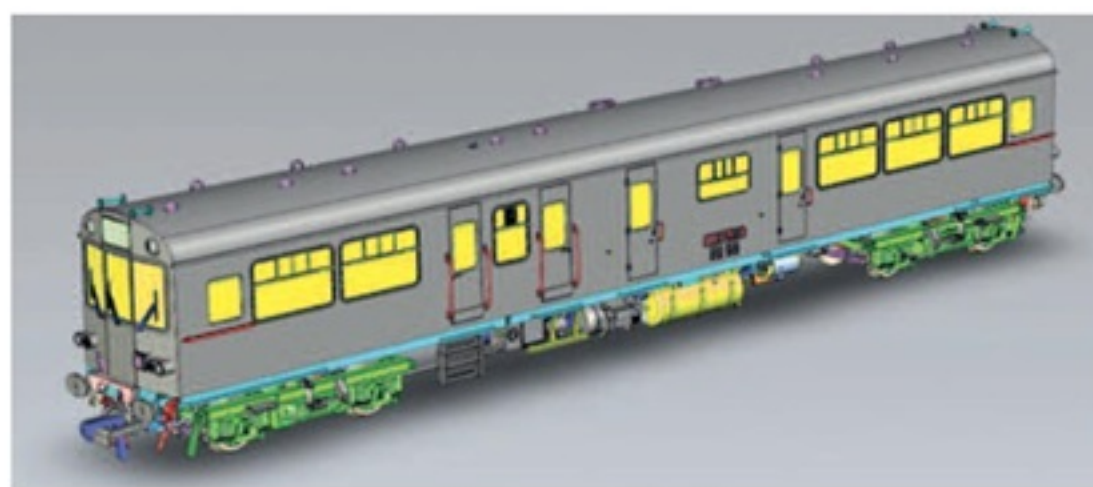
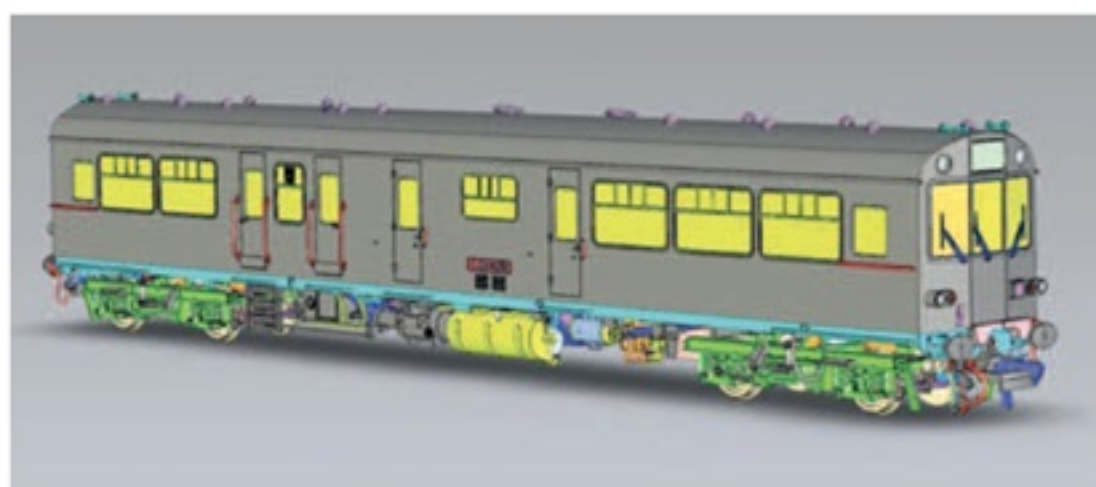
"I used it to entertain county council officials quite a lot," he replied. "The kitchen in the centre was obviously quite small but we could serve up a decent lunch; in those days we could even offer wine. It was quite attractive to people – most of them didn't really know what to expect but an invitation to join us on board sounded good."

Noble patronage

In 1981 the saloon formed part of the Royal honeymoon train taking the newly married Prince and Princess of Wales from London Waterloo and Romsey for their first night as a married couple at Broadlands, the former home of Lord Mountbatten.

▼ TDB975025 resplendent in Network SouthEast colours seen at Clapham Junction in 1992. Photograph by Arran Aird





▲ CAD images showing the same side of the vehicle from opposite ends. The OO gauge model will be available in three historical variants with corresponding liveries.

The train comprised 73142 *Broadlands* displaying a 'CD' headcode, Mk.IIa FK S13401, Mk.I BCK S21268 and TDB975025 carrying the newlyweds at the rear. Special crests were made for the train and mounted on the locomotive and on the back of the saloon.

A year later, in May 1982, it was offered to the Vatican to transport Pope John Paul II from Gatwick airport to London on the first stage of his celebrated tour of the UK, the first ever by a reigning pontiff.

Vital role

The saloon also played a pivotal role in learning lessons from the Clapham Junction disaster of 1988, in which 35 people died and nearly 500 were hurt. Signal failure was identified as a key factor.

In the aftermath of the crash the saloon, conveying senior managers and legal counsel appointed to represent BR in the public inquiry, was driven along the same route taken by the driver of one of the trains on that fateful morning.

Mr Pettitt, who was among those present said, "We started from Wimbledon and drove slowly through the section so everyone could

get a clear understanding of the position of the signals and where you could see them; right up to the bridges where people scrambled up the embankment to get away."

The NSE years

By the late 1980s the BR regions were being transformed into business sectors; and the saloon fell into the ownership of Network SouthEast. Its head was Chris Green, often described as 'the best chairman BR never had'. He'd been responsible for introducing a bright new look to the railways around the capital. I asked him about TDB975025, and about the overall NSE concept.

"I came to Network SouthEast in January 1986 and we launched in June, so we had very little time to choose all the branding and the livery," he recalled.

"At that time it was a grey railway, a run-down railway, and we were looking for something to really make a statement. We'd hired a small agency – just three people – and when they showed us their designs it was a eureka moment, a break with all tradition that would get us noticed. The trains were originally going to be mainly white with just a red stripe but we said 'we will never keep that clean!' so the blue stripe was added."

Chris also said, "We wanted to take the colours of the Union Jack: so the main colours were red, white and blue."

The saloon was repainted into Network SouthEast's striking 'toothpaste' livery in January 1991, and some changes were made to the internal furnishings.

Chris Green told me that one of his frustrations concerned the small parts of the sector that remained non-electrified; and the general manager's saloon was ideal for assessing the viability of such schemes.

"We went from Eastleigh to Portsmouth, stopping at various places. With electrification planning we were always trying to get costs down. We'd want to ask questions about whether substations were needed, what safety measures were required, and could the line work effectively if singled. You can see out of the front and you do understand the railway more. You do see a very different railway and I have the happiest memories of the saloon trips."

Mr Green still regards the non-electrified lines to Uckfield and Hastings, the saloon's original stomping ground, as 'unfinished business.'

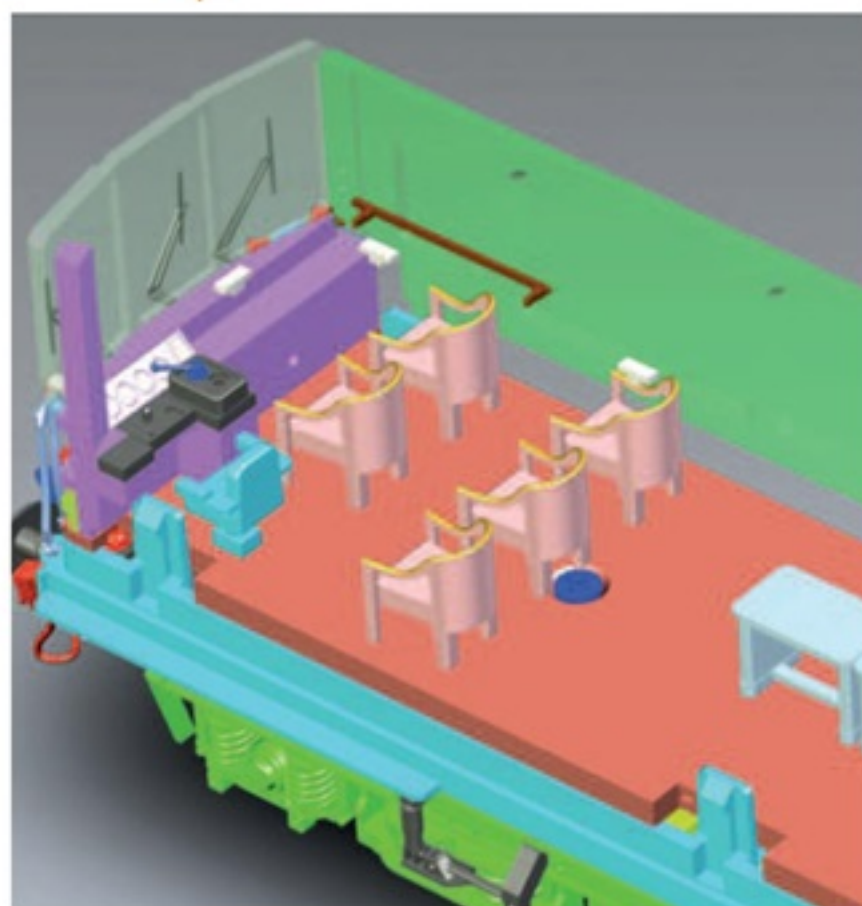
Longer journeys

It began to see use further afield too, being recorded in Cardiff and the Peak District and taking part in the Class 50 farewell rail tour on the west of England line in May 1992.

In October that year TDB975025 made history again by becoming the first vehicle to carry passengers into the new channel tunnel. Propelled by 73 112 *University of Kent*, the saloon carried guests including MPs from the Parliamentary All-Party Channel Tunnel Group about 150 yards into the bore.

One of the driving ends seen from within the vehicle along with the interior seating, although the tables can be arranged centrally.

▲ A CAD image of the internal detailing, including the driver's seat, and with the furniture set out for a trackside inspection session.



Naming

By privatisation in 1996 Network SouthEast had sold the saloon to Belmond's Venice-Simplon Orient Express but this was not a happy time – the vehicle was laid up at its old home Stewarts Lane and never saw use.

Here the story may have ended, but for SERCO Railtest, contracted for infrastructure monitoring, seeing its potential and funding a full refurbishment in the summer of 2003.

The work was carried out by Fragonset Rail at Derby and saw the vehicle named *Caroline*, painted Southern Railway olive green with yellow ends in recognition of its Hastings heritage, and having its number revised on TOPS to 975025. It was most often seen in this period on infrastructure trains with a Fragonset Class 33.

In 2006 the *Caroline* story took another twist as ownership passed to Network Rail, and two years later RVEL at Derby was given the job of extensively rebuilding the vehicle. The headcode box was plated over, LED lights were installed and the 27-way jumper cables and third-rail shoe-gear were removed. *Caroline* also received a new coat of paint – and a new colour, a bright turquoise green known as 'Viridian'. The use of this non-standard colour was attributed – probably apocryphally – to a mix-up when paint was bought from a local DIY shop!

Sir Peter Hendy, the chair of Network Rail since 2015, told me he'd known about *Caroline* for years, but wasn't able to travel on board until shortly after his appointment.

"I went to visit the people there and as I happened to be in Derby they gave us a run up to Chesterfield and back on it," he explained. "I thought it was a good thing to have in the lexicon of things the railway can do for its stakeholders and customers."

In 2015 *Caroline* was repainted again into a mid-Brunswick green, which it still carries, and nowadays it can be seen across the network, usually powered by a DRS Class 37/4. It tends to operate between March and October and is used primarily for visual inspections, often at line speed, to allow engineers to assess work sites.



▲ Sir Peter Hendy with *Caroline* during a trip to Blaenau Ffestiniog carrying members of the Welsh Assembly. Courtesy Sir Peter Hendy



▲ 37 424 running as 37 558 propels *Caroline* westbound past Highworth Junction, Swindon on 15 March 2017. Photograph by Steve King

Still important

Late last year Mike Hale, my Revolution Trains co-director, and I were lucky enough to be invited to LORAM at Derby to measure and photograph *Caroline* to assist us develop the model. It was clear that the saloon is still a highly valued part of the fleet.

Steve Burrows, fleet engineering manager for infrastructure at Network Rail, explained why: "You can get a real feel for the dynamics of the track layout, and vibrations through the vehicle, and it gives you an environment to do trackside inspections safely from inside the vehicle."

Caroline is also still used for the occasional VIP trip, though Sir Peter said he's very cautious about making such journeys which may be seen as a perk.

"I tend to use what I call the 'Daily Mail Test', he laughed. "Would I be on the front page for wasting tax-payers' money?"

Recently Sir Peter took senior members of the Welsh Assembly on board *Caroline* to Blaenau Ffestiniog. The purpose of the trip was to discuss options for saving the fine but decaying station buildings at Llanrwst.

"Our problem is that these stations don't last well if they are not used," he said, "and we are trying to find a way to put it back into some sort of community use. While we were there we did visit the signaller, who was surprised to find the chair of Network Rail in his signal box!"

Even though *Caroline* has been in service for more than five decades, it is unlikely to be withdrawn anytime soon thanks to one unique feature.

Steve Burrows pointed out that *Caroline*'s next major exam is due in 2024.

"It's likely to still be in service," he said, "I don't think we would ever be able to build another vehicle where passengers and drivers are sat in the same compartment. We operate under grandfather rights."

When *Caroline* is retired, her place in history is assured.

"It has already been designated for preservation and cannot be scrapped," Steve added: "but for me there remains one

Win a trip on *Caroline*

Revolution Trains is running a special prize draw for customers placing an order for the 00 model of *Caroline* before the 31st August 2020.

Just visit the Revolution Trains website: www.revolutiontrains.com to place your order and you could win a place on the Revolution Trains Sweet *Caroline* railtour from Derby. See the website for full details.

N gauge modellers had until the end of July to register their interest in a 1:148 scale *Caroline* which will only go into development if there is a demand.

curious mystery that no one seems able to solve: why '*Caroline*'?

"We haven't been completely successful in finding out who the real *Caroline* was," Sir Peter admitted.

"We think it may be the name of the wife of a project leader, or someone in the finance team at Derby. Maybe someone who knows can get in touch and help us clear up the mystery?"

Next instalment to follow soon

More on the survey visit to Derby, and how Revolution Trains is planning to replicate *Caroline* in miniature.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

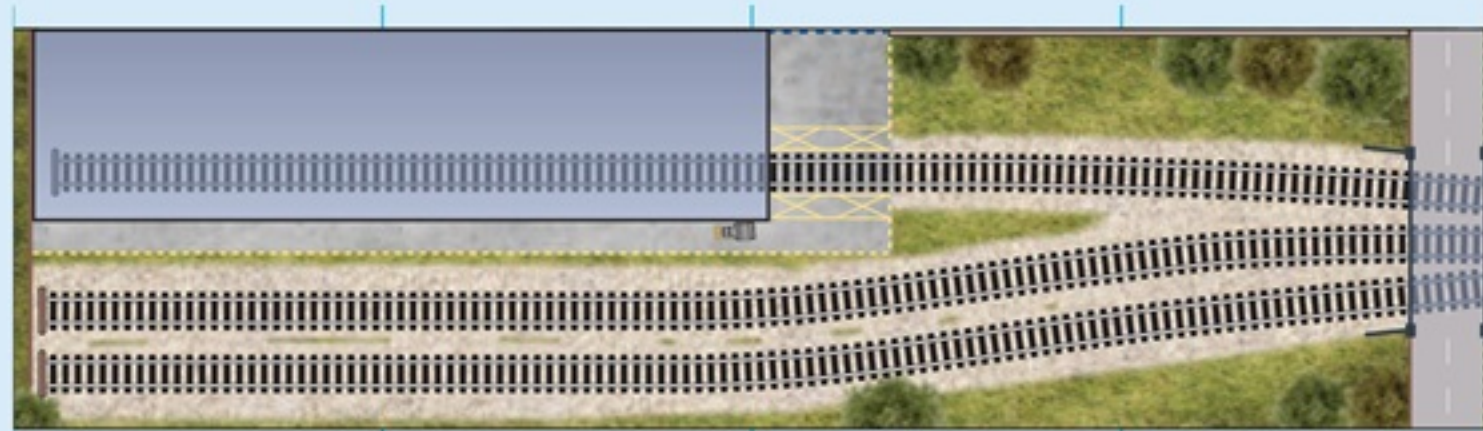
Ashton Steel

Modelling: **ASHLEY TOONE**, words: **BRUCE DUNCAN**, Photography: **STEVE FLINT**

Ashton steel is set in the modern era and portrays a small shunting operation where various steel wagons are loaded and unloaded at the firm's distribution depot. The layout is completely fictional and has come from the original builder's collection of ideas for small micro-layouts.

The main goal was to provide simple running, effective detailing, and to be able to utilise the items of stock which I already had in my collection.

Those used on the layout are models of various operators' locomotives from EWS/DB. Colas Rail, GBRf and occasionally Freightliner. Wagon types operated include BDA, BZA, BAA, RBA and various open wagons. Shunting operations take place using two small shunters, one an



Ashton Steel Overall layout size 4' x 1' 1". Each grid square = 1' x 1'.

ex-DB class 08, and one a Janus industrial shunter, which was obviously a bit shy when the photos were taken at the Glasgow show last February.

The idea is that a train will arrive with a rake of either loaded or empty wagons, and run into one of the two transfer sidings.

The shunter will then move these wagons across into the transit shed siding, which may be empty or occupied. If

occupied, then those are hauled out into the empty transfer siding and the newly arrived wagons dropped off inside the shed.

The train locomotive then couples onto the wagons for despatch and takes them away. Having only three sidings allows for a fair degree of shunting, so keeps the operators busy and the public amused.

The works 08 shunter propels vans into the warehouse. The close proximity of the scenery helps to make this small model appear larger than it is.



The road bridge was made quite wide so as to give an effective cover to hide the exit to the non scenic fiddle yard.

Pointless

I wanted the layout to be able to hold as much stock in the scenic section as possible, but without overloading the area with lots of tracks.

In order to achieve this there are no points on show, in fact there are no points on the layout at all! All the track switching is done in the fiddle yard by means of a sliding plate, thus allowing the full length of the train be switched from track to track.

I have been asked many times at shows about how effective this arrangement is, and all I can say is that it works well. Peco Streamline code 75 is used throughout, glued down and sprayed with railmatch sleeper grime.

Dimensions

The fiddle yard board is the same length as the scenic section, ie 4' giving a total length of 8' by 13" wide.

The layout name is a part portmanteau, derived from the name of the layout builder, Ashley Toone, hence *Ashton*.

The name board was a custom laser cut job from plywood by Custom Layout Signs.

The main frame of the scenic section has been made from 9mm MDF with some 25mm x 32mm timber framing underneath. MDF facing was also affixed around the frame to make a picture 'box'.

This size allows for transportation in a small hatchback car.

When setting up at various shows the floor is often uneven so individual legs are used on the layout, each with screw-levelling feet to help keep things level. Because there are only two boards to set up and take down, it takes on average about ten minutes to get the layout up and running.

Simple electrics

The wiring is very basic due to there being no pointwork to consider. Track feeds are permanently attached to each siding allowing all the tracks to be 'live' for DCC operation.

Another track feed is attached to the sliding sector plate in the fiddle yard. These boards are then connected underneath, via a plug and socket.

The controller for the layout is a Gaugemaster prodigy express, which is simple to use and ideal for this size of layout. The main base of the unit is screwed under the board meaning that all the track bus wiring can be left connected at all times.

When set up, just the power feed from the transformer and the cable from the handset have to be plugged in. There is also a controller caddy on the back of the layout into which it can be placed when you need hands free to do something else.

The only other wiring on the layout is for the street lighting and internal and external

The layout as it appears at exhibitions in its wooden surround which includes lighting.



lighting for the transfer shed. These are 3V lamps which run off a small battery affixed under the layout.

Scenic dressing

Ballast and scenic flock and scatter used on the layout all come from the Woodland Scenics range. The ballast was applied by laying PVA glue onto the sides of the track bed and sprinkling it with ballast granules. A wet PVA mix was then carefully applied to the secure it all down, the same method was used for the scenic scatter.

Embankments were made from plastic formers with crunched up paper stuffed in between. Strips of masking tape were then criss-crossed across the top to form the basic shape of the landform. This was then covered in a layer of plaster to create a solid base to which the flock could be glued.

The trees are made from sea foam and are very brittle. Care needs to be taken when working with them and nothing more exotic than hairspray was used first to wet the branches onto which various scatter mixes were sprinkled to create the foliage.

When enough 'leaves' were adhering, another few coats of hairspray were used to ensure they didn't drop off too quickly!

Structures

The bridge which acts as the scenic break, is scratch built mainly from 3mm styrene sheet for strength and finished with Metcalfe stone paper. The girders are Peco products which have been painted and cut to size.

The distribution depot is likewise scratch

Trees are of the sea foam variety and covered in scatter materials affixed with hairspray.



built from 3mm styrene with various card overlays and microstrip sections applied to give the finish.

The roller door at the front is workable and can open and close. The building is internally detailed from using mirrored card to give the illusion of a bigger shed. Some yellow columns and beams are installed at various places in the shed, and as you can see in one of the photos, there are numerous steel coils that have been painted up from Ten Commandment's cast items.

Some steel beams have been painted up as well, made from micro strip, and on the floor, concrete

▲ **The warehouse was scratchbuilt from 3mm styrene sheet and clad in various textured card overlays and added detail items.**

coloured paper, marked out in yellow and white lines to create individual bays, was used to finish off.

The main goal of the layout was to try and give it some uniqueness, and to try and create the perception of a 3-D image within a picture frame. I like to think it has worked out that way.



Modelling an early inter-modal experiment

A Stronach-Dutton road-rail tractor in 4mm

HUGH NORWOOD describes this very unusual prototype and how he depicted it in model form.

I first came across this early pioneering road-rail system in a film held by the British Film Institute. The silent 21 minute movie features footage of a narrow gauge system at work in what looks like sugarcane fields and elsewhere. The 'locomotive' is a steam powered road vehicle with its front wheels mounted on a small bogie. About two thirds of the way through the film the scene switches to the British Empire Exhibition at Wembley in 1924, and shows a short line using the traction method which was set up for the public to ride.

The system was devised by Major Frank Dutton of South African Railways whereby the road vehicle provided the haulage power by having its driving wheels on the ground, straddling a light-weight, narrow gauge track. The rail bogie beneath the front wheels of the road vehicle provide guidance by following the curve of the track.

The advantages of this system were said to include: low rolling resistance of the rail-borne wagons; good traction from the rubber road tyres on the ground; the ability to tackle steeper gradients and tighter curves than conventional rail haulage; lighter rail profiles and last but not least the ability of the tractor to be jacked off the rail bogie to run on the roads.

Having patented the idea in 1917 Major Dutton went into partnership with Gen. Robert Stronach and there followed a time of expansion. The Royal Engineers trialled the system near Aldershot; quite an extensive network was constructed in Uganda; a demonstration line was built in Australia; and it was also used by the Spanish in Morocco. Unfortunately, but probably predictably, the venture was wound up in the late 1920s.

A model?

I just had to see if I could make a working model in 4mm for 9mm gauge track and I sourced a suitable traction engine – an Oxford Diecast Fowler B6 road locomotive. The plan was to install a motor and gearbox to drive the rear wheels, with a N gauge bogie under the front wheels picking up the current. This not surprisingly did not work very well as the diameter of the wheels meant they went round too fast and the gearbox could not provide enough torque to set off from a standstill.

I then looked at the alternative means to power the model and decided that a powered bogie with the rear wheels free-running might do the job.

I sourced an N gauge Kato Portram tram model which has two motorised bogies and set to work.

Further information

The BFI can be found at www.bfi.org.uk and by navigating to the BFI Player page and scrolling for the free archive section, you can look for Stronach-Dutton in the search box and watch the film free of charge - the image (right) is a screenshot of the film's title page. Note: it may not be viewable outside the UK and may require an up to date browser app.

There is a very informative booklet published by The Narrow Gauge Railway Society: *The Narrow Gauge No.234, Autumn 2015, The Stronach-Dutton Road-Rail System of Traction* by R G Cash.



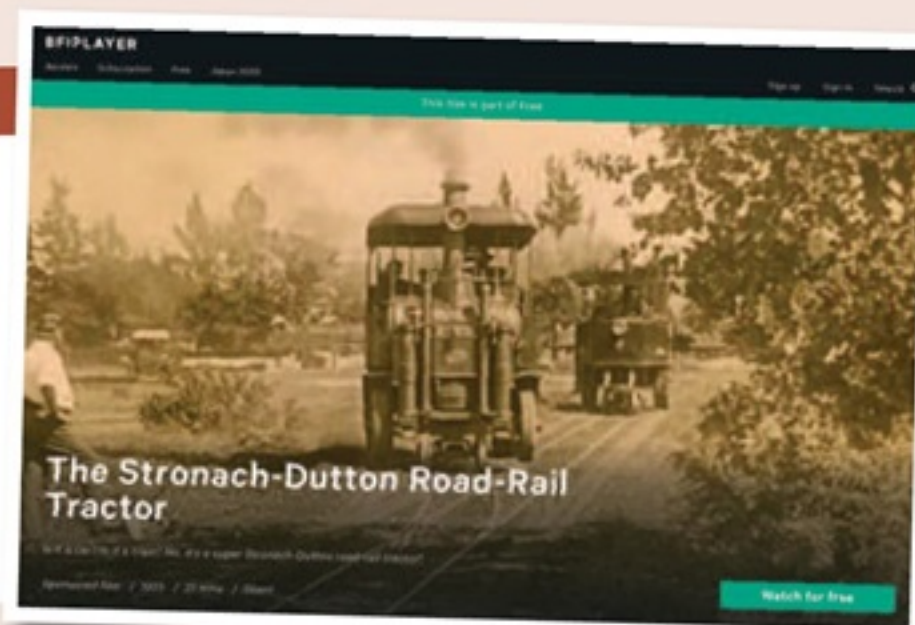
▲ The tiny powered bogie from a Kato Portram N gauge tram model.



▲ Ready for action: the Oxford Diecast Fowler B6 mounted on the bogie.

The unit was dismantled and one of the bogies complete with pickups, motor and gears was prepared for its new use. The motor leads were cut back and soldered to the pickups on the bogie, as in the tram they are connected via a circuit board. I drilled a 0.6mm hole between the front wheels of the Fowler and glued in a piece of stiff wire: this inserts in a hole drilled in a bearing plate of styrene strip glued on the top of the OO9 bogie and acts as the pivot.

The tractor runs fairly well on the inset trackwork on my layout *Angst-Lesspork* (see Jan 2013 RAILWAY MODELLER) and I am happy that I have proved the concept is workable.



Whatever happened to ... Appleton Dene



Often, when modellers choose to make changes to an existing layout, this takes the form of an extension – adding to what has already been created. However, the trio of builders behind this 7mm narrow gauge model decided to do the exact opposite – reducing the overall length of their layout by several feet! **TONY CLARKE** explains why.

Photography by Paul Bason except where stated

The original incarnation of *Appleton Dene* was born out of a desire – held by three like-minded members of Royston & District Model Railway Club – to break away from their OO gauge modelling interests. The resultant 7mm scale narrow gauge layout that was constructed by myself, along with Geoff Apperley and John Dene, measured 24' x 1'9", comprising a 16' scenic section with a 4' fiddle yard at each end.

The whole ensemble was designed to be transported in two cars, whilst it could also be exhibited as a smaller terminus to fiddle yard set up (12' long in total) or with a shorter scenic section between the two fiddle yards (16' in total).

Despite the changes made to the layout, the station has retained its character. The models that form the passenger train were fabricated using Peco components.

It's too big!

Following the layout's appearance in the November 2013 issue of *RAILWAY MODELLER*, the layout was toured extensively on the exhibition circuit. It was at one particular show, in September 2017, that John said to me, "This layout is just too big – in any format – and too much of it is made up of boring fiddle yards. We should shorten it and eliminate the fiddle yard boards."

I agreed with John's assessment and after the show we drew up a plan for undertaking

▲ A canal featured on the layout in its original form. This was part of a scenic board that was removed when the layout was reconfigured.

a programme of alterations. Most of the work was completed by the end of the year, ready for the layout's next booking at the Ilford & West Essex MRC exhibition in April 2018.

Altering the layout

The modifications saw John redesign the track plan so that it is now only 16' long. It is





still end to end but the rear section of the two end boards is now occupied by the fiddle yards with scenery and trackwork in front. Reproduced here is a plan of the revised layout, together with the plan that was published as part of the original article.

Initially it looked like a great deal of work when we planned it, but the redesign eliminated one of the middle boards and this did not require major changes to be made to the trackwork.

The buildings were carefully removed and placed in their new locations. Some incurred minor damage but the repairs took far less time than the original construction of them.

A covered van is retrieved from the goods platform and loading shed, which is sited next to the fiddle yard exit at the right-hand end.



▲ **This street scene – which is located at the right-hand end of the revised layout – utilises half-relief buildings that formerly ran along the back of the layout at the factory end.**

The factory complex remains fundamentally unchanged, but is now backed by hidden sidings. The factory sidings no longer run through to a fiddle yard.

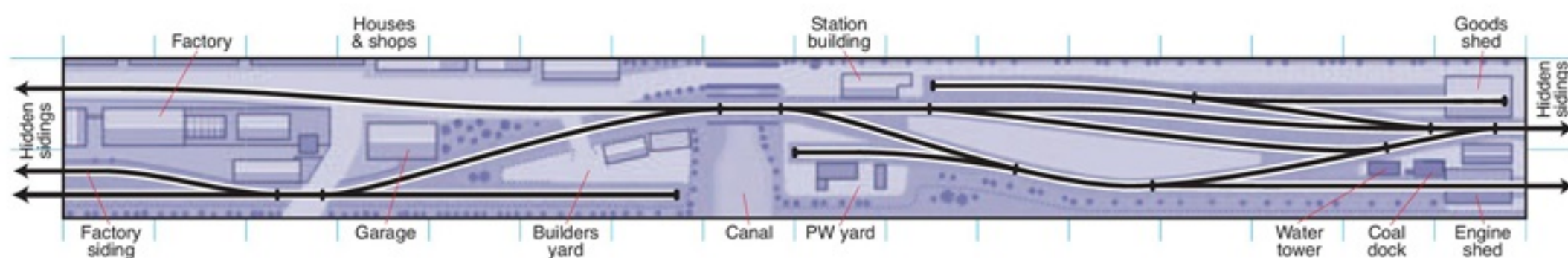




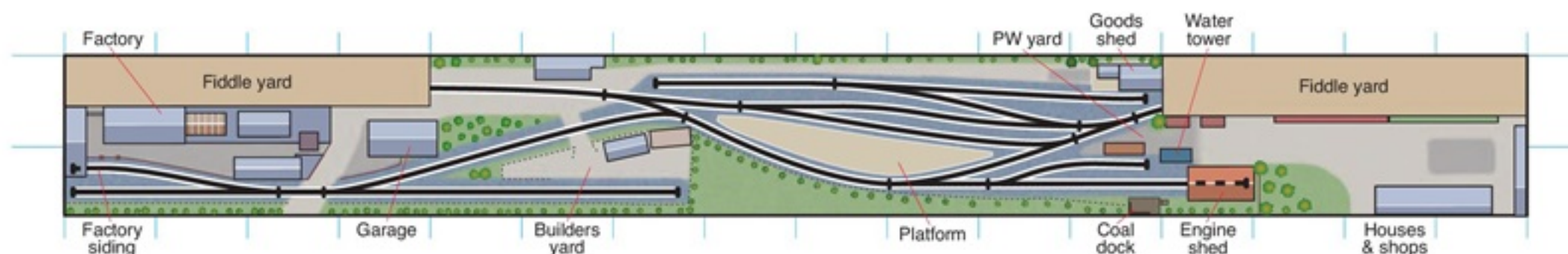
▲ A freight heads through the station. The road in the foreground is roughly where the canal was situated in the layout's original form.



▲ The engine shed has been moved back from its original position and is now sited adjacent to the right-hand fiddle yard exit.

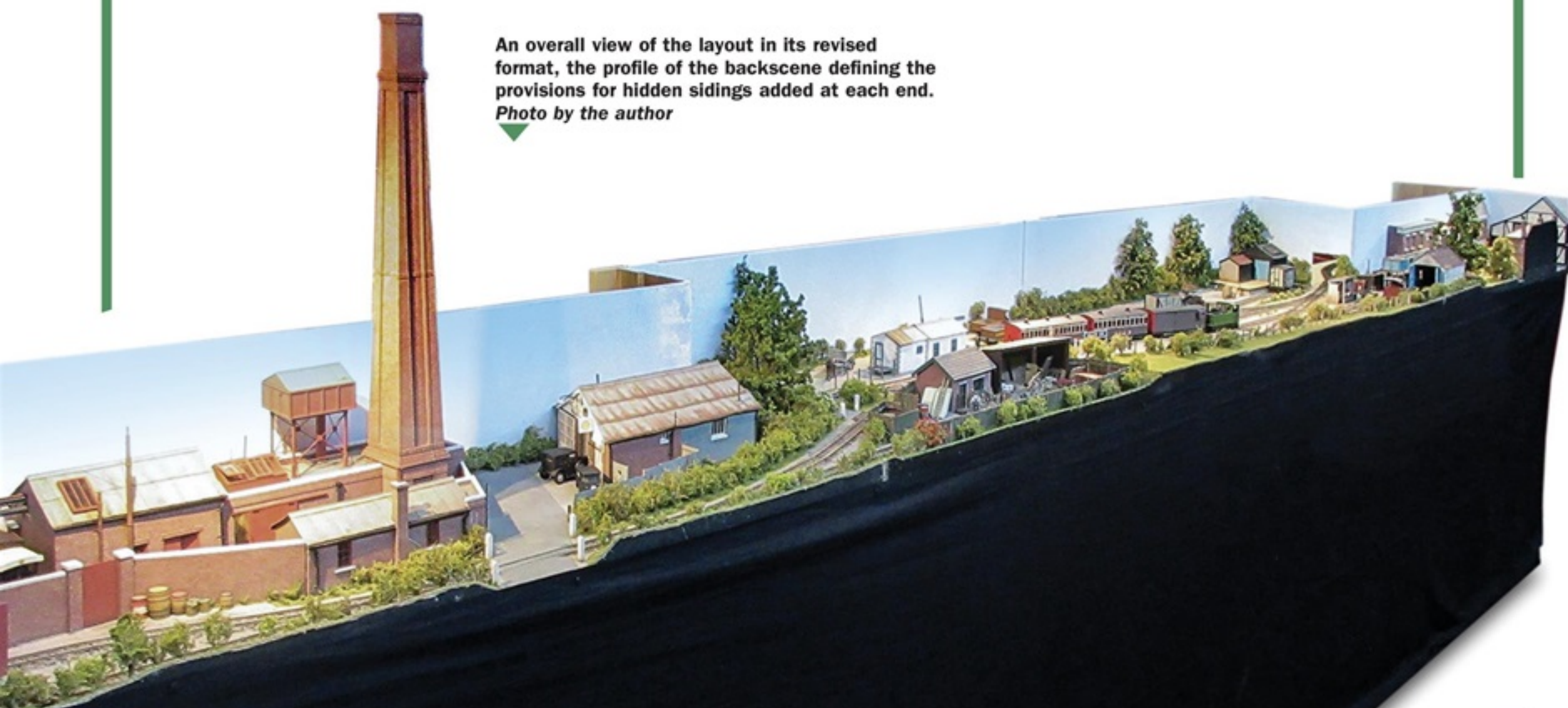


Original Area of scenic section 16' x 1' 9". Length including hidden sidings 24'. Each grid square = 1 sq ft.



Modified Overall layout size 16' x 1' 9". Each grid square = 1 sq ft.

An overall view of the layout in its revised format, the profile of the backscene defining the provisions for hidden sidings added at each end.
Photo by the author



Once these were suitably fixed in place, it just remained to finish off the repairs to the scenery.

The left hand fiddle yard is situated behind the factory and replaces what was originally a street of low relief shops; these have been moved to the right hand end of the layout and arranged around a town square. The right hand fiddle yard is hidden behind this scene.

The engine shed has moved to the right hand end (adjacent to the town square) together with the permanent way depot, which incorporates a new diesel loco servicing area. The builder's yard has moved to where the p-way depot used to be.

Other modifications

Whilst undertaking these radical changes to the layout, we also took the opportunity to fit Peco PL-13 switches to each turnout. This was because we had experienced problems at exhibitions as a result of relying upon contact between closed point blades and adjacent stock rails for electrical continuity.

The turnouts are operated by a home designed method: A stiff wire runs inside a plastic sleeve, which is glued to the underside of the baseboard, with a thinner piece of wire attached at right angles that passes up through the baseboard and into the hole in the point tiebar. The Peco switches are held in place by an ingenious plastic clip designed by Barry Clements, one of our club members, and produced by Shapeways for us.

The rebuild also gave us an opportunity to provide further detailing and improve the general appearance.

A new lease of life

The layout is now only 16' long and is all scenic, which has made it much more attractive to exhibition managers and visitors alike. It is also much easier to transport although, we still need two cars. Operationally the layout is the better for the modifications, which has given us renewed interest for exhibiting it around the country.



▲ An Austin waits at the level crossing for a diesel locomotive to pass, which is en route to the factory. In the background is the Clarke & Dean motor garage.

▲ A view of the layout in its original form – compare to the overall view opposite. Also note how the buildings visible here at the back have now been relocated to the right-hand end of the layout. Photo: Ray Lightfoot



Through the Railway Room Door

Seeds of change

When **KIERAN LAGAN** was a newcomer to the hobby he embarked on this ambitious Irish-outline project called Kirley Junction. But when his interests evolved, he soon found the arrangement unsatisfactory and has since set about a radical rebuild, the reasons for which he now reveals.

Photography by Colm Flanagan



This is my first 'proper' layout project and it depicts a fictitious railway station called *Kirley Junction*. The name is derived from what is known in Ireland as a 'townland' called Kirley, and is situated about 40 miles west of Belfast.

The layout is set in no particular era and utilises examples of steam and diesel traction from both Northern and Southern Ireland. Much of the modern era stock is formed of ready-to-run items, but an increasing amount of stock in use has either been heavily modified or is scratch built.

Starting without a plan

I constructed a shed to fit an allocated space at the back of my house; this is an unusual shape, being 16' across at the door entry end, narrowing to approximately 9' at the other end; the length is 16'.

I then ignored all the available advice and proceeded with construction without first having drawn a plan.

The scheme was all in my head and I expected it to develop organically as the build progressed.

A helix to link the lower of two scenic



▲ The original multi-level system featured a helix that linked to storage sidings underneath the scenic boards; a passenger train is pictured negotiating the inner (15" radius) line.

Kirley Junction – the basis



▲ CIÉ 101 class diesel No.103 arrives at Clonmel station. The single-storey structure with canopy is a Bachmann resin model.



▲ A wider view of Clonmel station showing the extensive freight yard. The station area has remained largely unchanged on the rebuilt layout.

The main focus of the layout (in both its original and re-built forms) has been the station which is modelled loosely on that at Clonmel, situated on the line linking Waterford and Limerick Junction in County Tipperary in Eire.

Some years ago Bachmann produced a small range of 'Irish' resin buildings and one of these was based on Clonmel. However the ready assembled model only

comprised the booking hall; in reality there were substantial buildings on either side, including the toilet areas and stationmaster's house. I had these additions built for me by a modeller in Dublin, Richard O'Hanrahan (who also created the station buildings for Navan).

There is a signal box, also a Bachmann Irish model, to control the movements, at one end of the second platform. Behind

this lies the extensive freight yard; five roads with a container handling yard and facilities for discharging tankers and loco fuelling. In this area is also a large diesel shed which is fictitious. An earlier era goods shed is situated behind the second platform – Clonmel did have such a shed, unused now, but on the layout it remains busy with cement traffic among other things.

◀ A CIÉ 071 class diesel locomotive heads a mainline passenger service. This model was produced ready-to-run by Murphy Models.

levels with a series of storage lines underneath, was the first section I completed. The helix idea was the result of being impressed by a similar arrangement that I had seen on an online model railway forum. My helix, which had three tracks and was approximately 4' in diameter, had a ruling gradient of approximately 1 in 50 with curves of 21", 18" and 15" radius.

The layout takes shape

The scenic part of the layout comprised two double track main lines running around the room perimeter – one of these diverged into the centre of the room onto an 'island' via a lifting section.



▲ On the original layout a lifting section linked with Clonmel station on the central island. Navan station is in the foreground.

◀ The severity of the gradients on the original layout eventually proved problematic for certain models – steam outline kits in particular. A brace of 4-4-0s is pictured here.



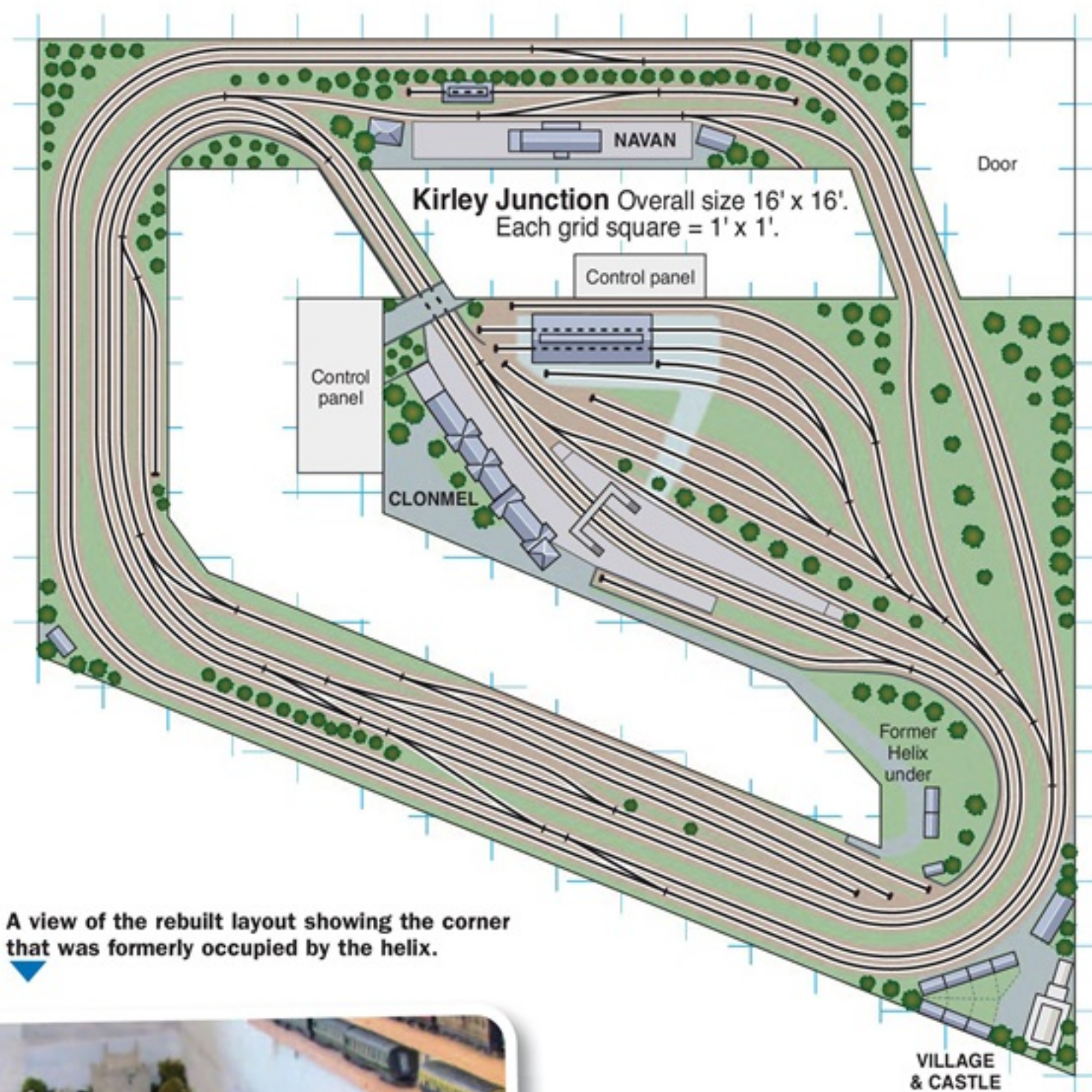
It was here that the main station on the layout was situated. This was based loosely on Clonmel in County Tipperary in the Irish Republic (see adjacent panel). There were graded sections that connected the upper and lower scenic levels.

On the lower scenic level there was another station, taking the form of a small single platform adapted from the GNR(I) station at Navan. There were also sidings for cattle pens – an important part of Irish railways freight traffic until the late 1950s, when widespread closures brought it to an abrupt end.

Changing interests

In the years that have elapsed since I began building the layout, my interest in the hobby shifted from operational aspects to the building of stock. Initially this involved modifying and repainting existing models, but has latterly entailed the construction of models using etched brass components. However, it was as a result of this change in focus that problems with the original layout design began to manifest themselves.

The gradients became an issue – particularly on the helix with the small radius curves. The modern-outline R-T-R models I began with all coped well, thanks to the combination of heavy diesel traction and free running lightweight rolling stock, but the models in my growing collection of kit-built steam locomotives were found to have insufficient power to negotiate the helix and gradients reliably.



A view of the rebuilt layout showing the corner that was formerly occupied by the helix.



The plan published here presents the layout as it now is in its rebuilt format – at least this time I have a proper plan! The process is still ongoing and I am also taking the opportunity to ease curves and improve access where possible.

I wonder, however, if these alterations may signpost a return of emphasis to layout operation, but this time with smooth and trouble free running.

A Murphy Models Class 201 diesel locomotive in Northern Ireland Railways blue livery heads a rake of passenger stock.

I had also built a large number of diesel railcars, which were commonplace in Northern Ireland in the 1950s and 1960s. Most of these were of brass construction powered by the (now unobtainable) Black Beetle motor bogies. The models were of considerable weight and these too struggled on the layout (although this of course was not dissimilar to the prototypes, which were very underpowered by today's standards!).

Starting over

The decision to undertake a radical re-model of *Kirley Junction* was made. The helix has been removed entirely (a massive 'civil engineering' job in itself) and the layout reduced to one level, eliminating the severe gradients. Embankments have been cut down, and considerable changes to pointwork undertaken, along with all the rewiring associated with this work.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Just for fun • An auto-shuttle scene • Grandchildrens' puzzle layout

Just for fun – Wendsleydale

It all began for **DEREK REEVE** when a rock face for a model quarry looked as if it was made of cheese...

Photography by Paul Bason



Yes I spelt it wrong, but having made all the signs before I noticed I had to carry on. No one has ever commented. In any case I blame the mice.

Wendsleydale was conceived as a Sudbury Model Railway Club challenge layout: to build something 10' square for the club's 25th exhibition in 2010. I originally thought of building an underground mine railway, then worried that if I got a derailment, access would be difficult, so an open quarry was the solution. I first laid a figure of eight track and a few sidings then used a can of expanding foam to form the rock face. When I cut into it

I thought 'that looks like cheese'. I put on some mouse figures for a laugh and the model became a cheese mine. After our exhibition Wendsleydale was put away in the shed until some time later, while tidying up the shed, I came across the boards and my imagination went into overdrive.

I wanted to do something really different that people would enjoy and remember long after they had left the show.

I thought that some form of animation was a must - but how to do it? I took inspiration from those old music boxes, you know, the ones which contain a rotating cylinder with

▲ Lots of cheesy humour in Derek's layout, but the trains do run under the watchful eye of Isambard Kingdom Brinell...

pins that strike thin metal strands and play a tune. I got an old curtain pole and made some wooden cams out of MDF and fixed them on the pole. I sourced a slow moving motor (an industrial Como Motor with an 800:1 reduction gear) to drive the pole. My club friend, Paul Sumption, made up a speed controller circuit for driving the motor.

12mm aluminium angle was used to make the levers which ran on the cams. Lengths of



◀ Author and creator of Wendsleydale Cheese, Derek Reeve, who is also a member of the Sudbury Model Railway Club.



silly. Well they did laugh, but at the layout. On the Sunday morning of the two-day Stevenage show I had to start the animations 30 minutes before opening time as my fellow exhibitors had all heard about it and wanted to see it working before the public crowded around it.

Everyone loved it, especially family visitors, with it being so different and amusing. I consider that we exhibit at shows to entertain the public, and for me, if I can make them laugh as well, it's a bonus.

Construction

My favourite building material is wood, being a joiner by trade, but I use mount board for all the buildings, and lots of matt emulsion tester pots as the main source of colour. I find some acrylic paints dry too quickly with a bit of a shine to the finish.

Lighting is so important on a layout. A badly lit layout at an exhibition can spoil the whole effect. I now use LED strip lights which are much more lightweight than fluorescent tubes and spots.

As for transportation, the front layout splits in two and each can be boxed up. The lids of

piano wire under the baseboards all drilled through wooden blocks to guide them in the direction required.

A series of levers and cranks were made to run on these cams, and lengths of piano wire running through holes in wooden blocks were attached to the levers. These wires ran up through the baseboard to connect to the moving parts of the animated assemblies on the scenic section. So as the pole rotates, the levers move up and down on the cams, and pull or push the wires, which in turn operate the animation back and forth. For example a door on an outside privy opens and closes to reveal a mouse sitting on the loo and reading a newspaper.

In total the layout has nearly 30 animations of one sort or another – from moving cheese blocks on a conveyor belt to mice exercising in a gym.

So, where's the railway?

There are trains by the way, though I don't think the public notice them. I use O-16.5 Bachmann Davenport gas mechanical oil engines – so slow and reliable – plus a few from Smallbrook Studio and S&D Models. You may spot a much modified Hornby Smokey Joe 0-4-0ST in there as well.

The track is conventional OO gauge Peco Streamline with OO gauge points. There seemed little point in using scale O-16.5 track anyway!

I originally tried using Sprat and Winkle couplings but they would not cope with the 10" radius curves on the layout, so I made my own version from bent wire hooked into

▲ Tim Squeak, Britain's first moustronaut is strapped to his space rocket top right.

The main structure of the windmill is made from Celotex clad in plastic sheet. ▶

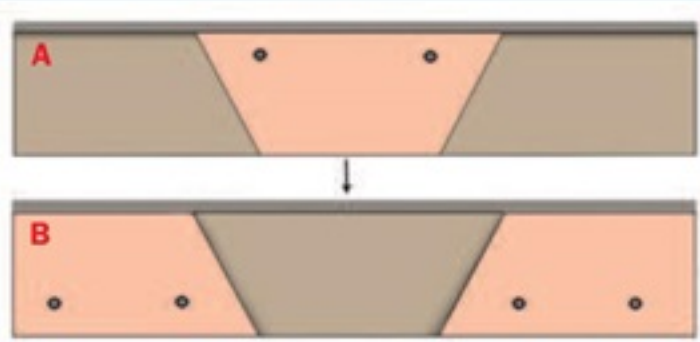


the cross wire of the Sprat & Winkle – all very crude, but it works.

By now the layout had done about 20 shows, each with ever increasing interest. I was not sure how such a layout would be received. So I did attend shows with some trepidation and was worried that serious modellers would laugh at me for being so

the boxes are hinged and form a drop-front barrier when put up at a show. The two animated boards which attach at the back each lift off and have their own boxes with carry handles. Support legs are 2"x1" plugged into the underside of each board.

I also use a simple plug-and-socket-like alignment method for adjoining boards. This



▲ **Fig 1.** Accurate baseboard alignment is achieved by this dovetailed arrangement in which the plywood 'V' in board (A) fits snugly into the matching recess in board (B). The top surfaces are also offset by an amount corresponding to the depth of the recess.

relies on dovetailed pieces of strong ply attached in matching pairs to board ends, as shown in Fig 1.

Oh, and the cheese. All blocks of cheese are made from Celotex type insulation foam which is easy to cut, shape and paint. I used the Celotex for lots of items such as the windmill, yes it is solid foam! Cheese loads in the wagons are made from the same materials, as are the reproductions of Babybel cheeses.

Cheesy clichés

The humour flourished and as the show attendances increased so did our cheesy puns. The layout now had Mouse and Spencers, Cheeses of Nazareth, Johan Mouse music, Mouse organ repairs, Squeaky clean car wash, Squeeks garage, The Philadelphia Cinema, Alan Titchmouse garden centre, The Famous(e) Mouse distillery, a Mousetrap disposal training centre, a mice cream parlour, Rodents Independent Traders and much more.

At the Cats Head Pub they are having a fancy dress competition complete with a working Dalek. We have three blind mice and a guide cat, also the characters from Last of the Cheese and Wine cafe.

A recent addition is Donald Mouse, modelled on another Donald. He is animated too, when the wind blows his wig lifts up.

Next came a mouse in a space suit tied with string to a firework rocket. At the Saffron Walden exhibition a school teacher asked if she could take photos as her school



was in contact with Tim Peak in the International Space Station. So our mouse became Tim Squeak – Britain's first and one and only Moustronaut.

The individual mouse animations are mostly now done with tiny gearbox motors bought from China at about £2 each which are controlled individually by a voltage regulator. They are mounted in a short length of 15mm copper tube under the baseboard. A small block connector is secured to the drive shaft to which either cams levers or pulleys can be attached. A fine piano wire completes the animation as it passes through the baseboard and connects with the moving parts of the mouse.

On the control box I have wired all animations to a switch and a push-to-make

▲ **The cheese landscape is formed from Celotex insulation foam. The outdoor privvy with its automated flapping door, as mentioned in the main text, is located right in the middle of the quarry!**

button so I can leave them on permanently or push the button for random operation. I even let younger visitors have a go.

We have had some fun exhibiting Wendsleydale and have had lots of laughs with people young and old.

The layout is well known in East Anglia and beyond, and has now done over 50 shows.

Hopefully, we'll be back on the road soon.



Scratchbuilding mice!

I made over 130 mice in various costumes doing different tasks. Firstly I sand a piece of 15mm dowel to a point (using an electric sander - carefully) then cut it to length - 25mm long. This forms the head.

The body is cut to the same length with both ends slightly rounded. The difficult bit comes next: I return to the sander with the head holding it by the pointed end, which is not easy, and I then round off the back of the head. The workpiece is then given a slight flat on one side which allows it to mate up to its body for gluing together.

Arms and legs are made from 2.5mm twin and earth household electric cable. The insulating outer sheath is removed and the coloured sleeving stripped off and saved for later. Holes are drilled

through the body for arms, legs and tails through which the copper wire is threaded. The sleeving offcuts are then trimmed and threaded back onto the copper wires leaving about 4-5 mm of copper showing for the hands and feet etc. These ends were squeezed flat in a vice - the mice didn't feel a thing!

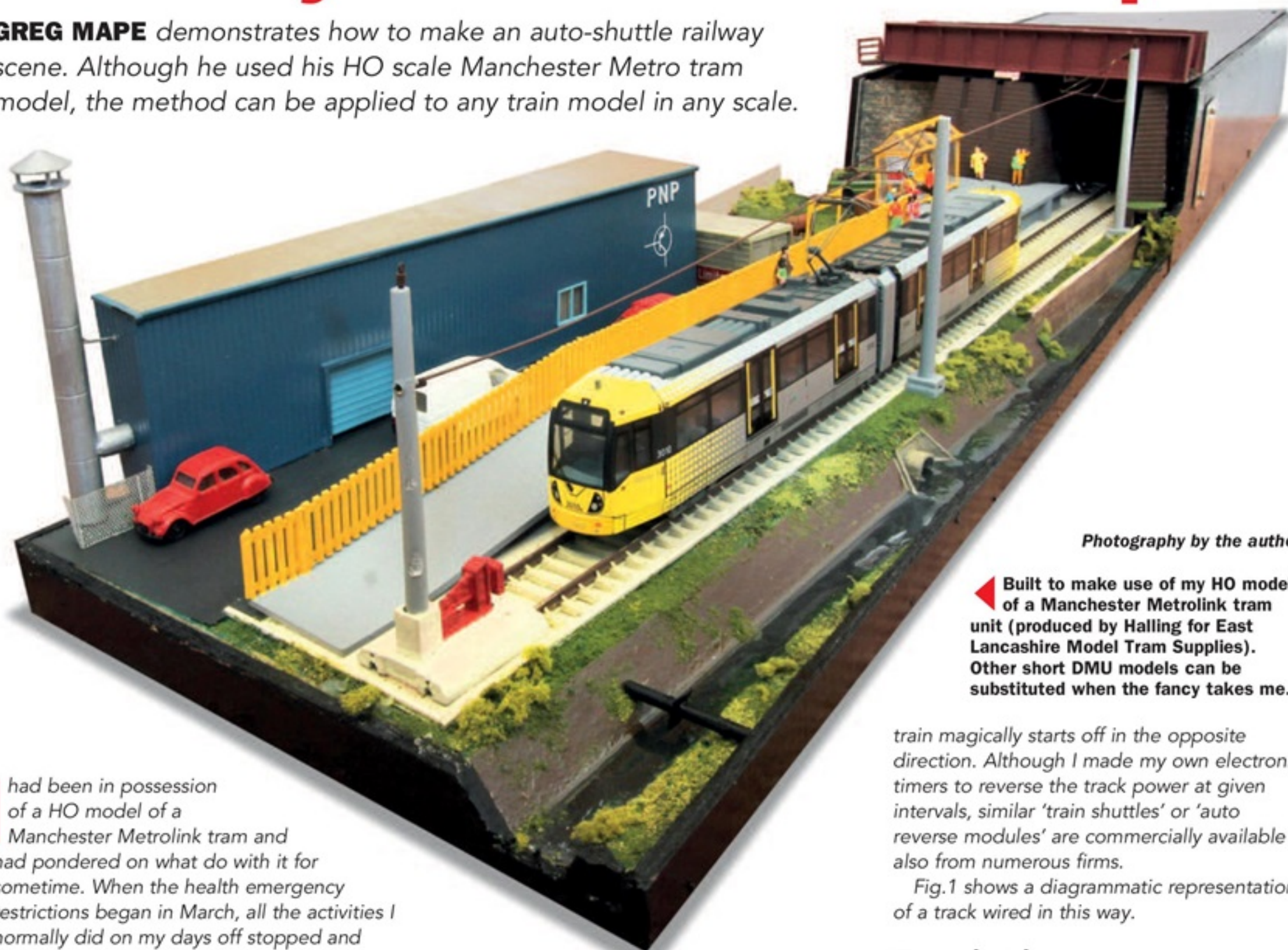
Clothing was made using ordinary printer paper which was often easier to fit before adding the arms and legs.

Eyes are small half beads used as fingernail decorations at about £3 for 1000!

One of our favourite guests on the layout is none other than Isambard Kingdom Brienel.

West Wythenshaw tram stop

GREG MAPE demonstrates how to make an auto-shuttle railway scene. Although he used his HO scale Manchester Metro tram model, the method can be applied to any train model in any scale.



Photography by the author

▲ Built to make use of my HO model of a Manchester Metrolink tram unit (produced by Halling for East Lancashire Model Tram Supplies). Other short DMU models can be substituted when the fancy takes me.

I had been in possession of a HO model of a Manchester Metrolink tram and had pondered on what to do with it for sometime. When the health emergency restrictions began in March, all the activities I normally did on my days off stopped and Dean Hall, the HQ of the Manchester Model Railway Society was shut.

The time had come to dig into my modelling cupboard and start a small project to make good use of the time.

For many years I have made small railway diorama scenes on which I simply shuttle a train backwards and forwards along a single length of track. I have some home made timers which reverse the track power at regular intervals, so the train runs automatically.

This works by having a length of track at each end which is electrically isolated from the track in the middle section. A small gap is cut in the rail to create the isolated sections, but is bridged by a small electronic component called a diode, which only costs a few pence, and only allows the electric current to flow in one direction. The idea is that the diode is wired so that when a train

runs onto the section, towards the buffers, no current flows and the train stops in the 'dead' section. When the track power is reversed, the diode now lets the current flow and the

train magically starts off in the opposite direction. Although I made my own electronic timers to reverse the track power at given intervals, similar 'train shuttles' or 'auto reverse modules' are commercially available also from numerous firms.

Fig.1 shows a diagrammatic representation of a track wired in this way.

Tram shuttle

Using this simple system, this latest idea was to have a single line terminus station at which the tram could arrive and depart. I used a 1m length of Peco Streamline track plus a few centimetres of Setrack.

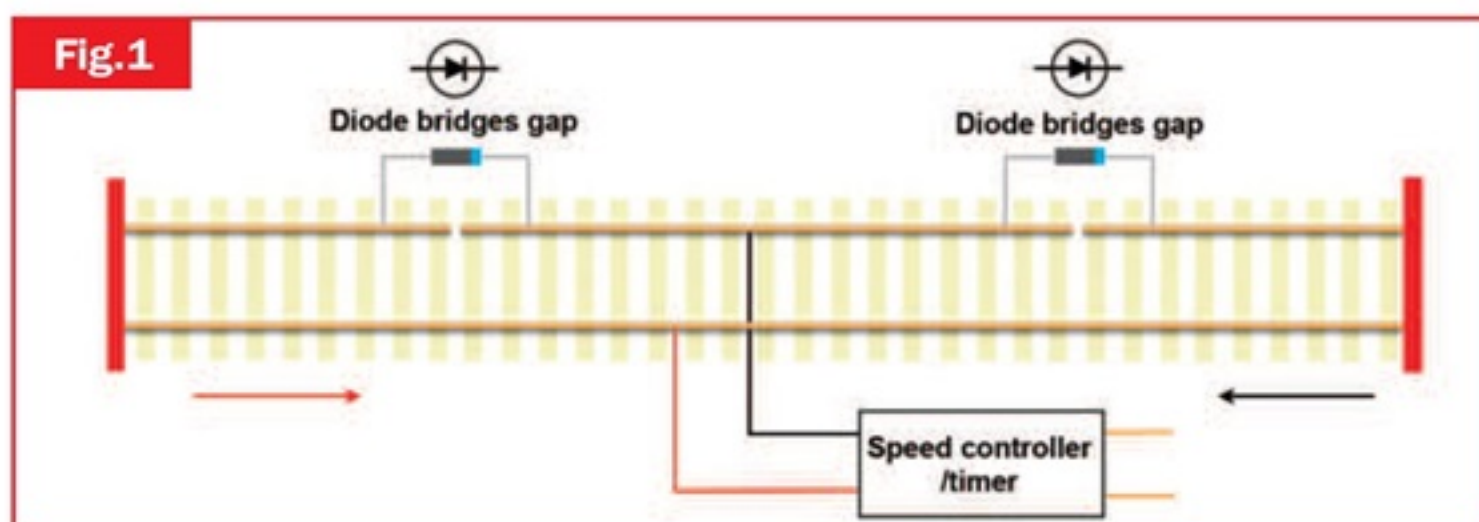


Fig 1. A diagram of the wiring for the track. The red arrow shows the train departing the left end when the controller sets the red wire to +V, and vice versa when the black wire is set to +V.

The Manchester Metrolink tram network has many miles of track laid on a solid concrete track bed, this is what I wanted.

To replicate this, I only had odd lengths of Peco concrete sleepers but plenty of wooden sleepers. So a 1m length of the latter had the rails pulled out of the sleepers and each length was hung by crocodile clips outside on the washing line and the rails sprayed with track dirt paint.

The rails were then carefully threaded onto all the off-cuts of concrete sleeper bases I could find.

Perhaps you might think it would have been easier to buy a length of concrete sleepers – but don't forget, this was during lockdown and all the shops were shut!

I carefully measured the track in order to work out where to cut the rail gaps for the isolating sections. I had to make sure there was a little over-run so the tram would stop without hitting the buffers. (As an aside I also cut extra rail gaps at each end to allow for the use of slightly longer units such as a Class 142 & 153. The extra pair of isolating gaps were also bridged with a diode and an on-off switch to bypass the diode when running the shorter Metrolink trams.)

To help keep the rails aligned at the gaps I added insulated rail joiners

Foundations

I now had a length of track but no board on which to lay it, so a new baseboard of 5mm ply was cut from an abandoned baseboard. Two sheets each to the dimensions of 1150mm by 240mm were cut out. These boards were to be sandwiched together with some strip wood to give a rigid foundation – rather like a box girder. I trimmed off a sliver from the front of the top board to allow a stream to be modelled at a lower level than the track. The strip wood was then fixed around this upper baseboard perimeter making it rigid. The lower board would be added later.

Track and wiring

The station platform and fencing came from a kit made by Heljan, briefly, as a modern wayside station: I had made the shelter from the kit last year and painted it yellow as per the Metrolink branding.

The platforms were assembled and sprayed with car undercoat grey: again using what materials I had to hand.

As a trial run I lined up the track and the platform, but laid them on some very thin plasticard which was cut to size with scissors and painted in a concrete colour to match the concrete sleeper track. A border of coping stones was added from square plastic strip glued along the edge.

Connecting wires were then soldered to the rail underside and tiny holes drilled directly under the rails in the top baseboard



▲ The full extent of the mini layout showing the covering for the hidden section which also houses the controller and reversing module.

so the wires could be routed towards the fiddle yard area. With the wires in place the bottom baseboard was then glued and screwed in position.

The track and the platform were then glued down carefully whilst I used an old Tri-ang brake van and some thin plastic to ensure the platform had sufficient clearance.

Scenics

An old Pikestuff industrial building was procured from the scrapbox and cut at an angle to make it part relief. The scenic break was modelled as a rail overbridge with some unusual supports from US firm Atlas (as is the American buffer stop). These scenic parts were all bought in California whilst on holiday in 1992 and have finally been put to use!

The road surface was made from scrap pieces of black vinyl (sticky-back plastic as we used to call it).

A friend has access to a vinyl cutter so he cut out the electrical symbol for a PNP transistor which I used as the logo on the building. This links to my job as an equipment engineer in the semiconductor industry.

The stream

My brother-in-law Jim, who is also a railway modeller, gave me some two-pack resin for the river. I began by painting the bed with a mixture of brown, blue and green spray paints. I formed the embankment from plasticard, and included a drain pipe made from the end of a rawlplug with wing walls out of offcuts of Ratio concrete fencing.

Greenery was added using various shades and textures from Woodlands Scenics prior to 'pouring' the water mix, but first I used some odd UPVC trim to form shuttering and to seal the baseboard edge. The resin parts were

mixed and the pouring commenced... It worked perfectly and the UPVC shuttering was removed once the resin had cured.

A grassed area between the industrial building and the station car park was finished off with a couple of horses, some fencing and a small shrub.

The overhead line installation was made using some masts in the scrapbox, modified to take a single wire – thin brass wire in this case. The wire is set just above the tram pantograph and it is hard to see unless you view closely, but it is all a bit delicate.

The hidden end

Some more thin plywood was cut to screen off the non-scenic end, with a hole cut in one piece to allow a hand to go in if need be. The top is a piece of hardboard made as a removable cover to which the scenic break rail bridge is attached. All these sections covering the hidden end are painted black.

A happy ending

Making this little railway scene, which I can leave running in the background, was very enjoyable and helped to fill those evenings when I couldn't go out. With my electronic knowledge, I set up the speed control and timer units to run off a USB power supply or USB power bank, which makes the layout self contained and made using bits and materials I had to hand. I hope to display the scene if the opportunity crops up.

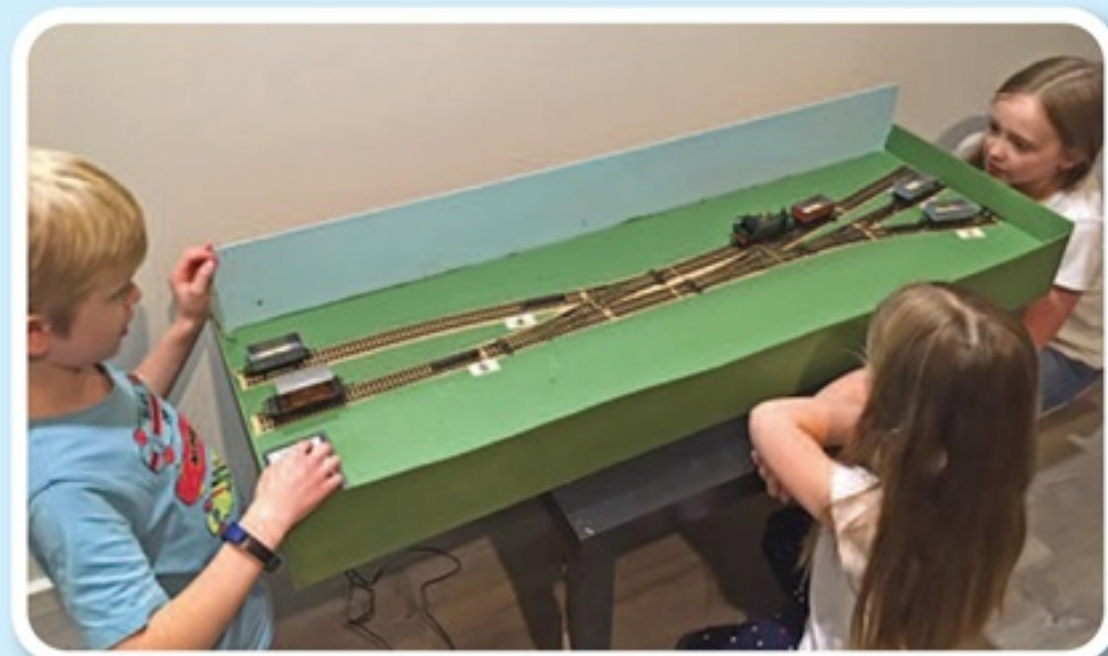
Thanks to my wife Lesley and to my girls Abi and Gemma for putting up with me and my modelling projects!



▲ The tram on the permanently 'live' centre section of the track – an insulated rail joiner is visible on the far rail just in front of the tram.

A shunting puzzle for the grandchildren

LES FORDHAM explains how he created a small Inglenook shunting layout to assist in keeping his grandchildren occupied during the health crisis restrictions.



▲ Hugh (left) starts the shunting puzzle as Poppy and Bethany look on. A neat low level fascia ensures nothing accidentally runs off the end.



▲ The puzzle uses a version of Les' laminated card system to generate random shunting sequences for the wagons.

My youngest daughter has always said she wanted a train set for her son. I had started to put some things aside for him, when he was a little older, but with the ongoing health crisis, I felt the time for action had come.

Previously I had built myself a small 'Inglenook' shunting layout, and when the grandchildren arrived one day I was surprised how quickly they adapted to operating it.

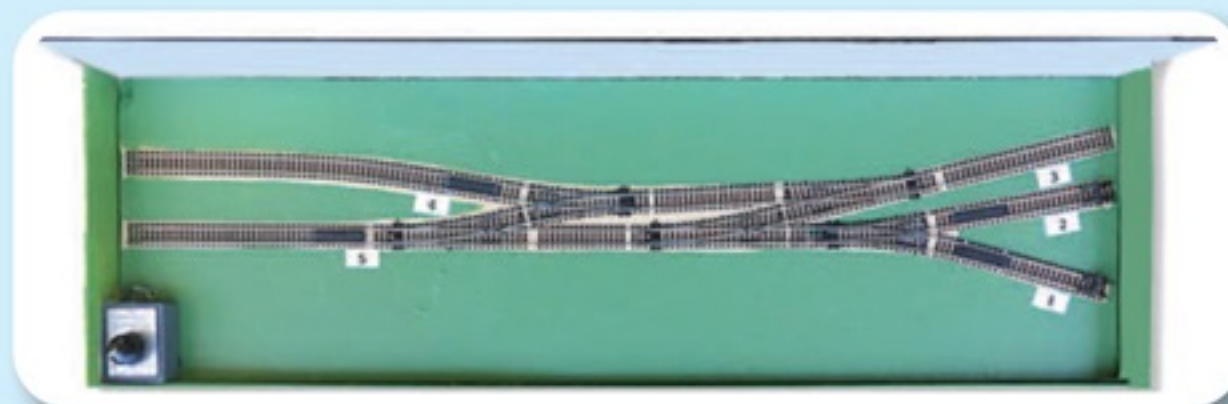
I had an NCE Powercab connected to the layout and it was just a matter of telling them what direction to set the controller and what speed step to use. Their familiarity with Thomas The Tank Engine was obvious and I gave them my laminated wagon cards to use [Ed. Les uses a token or card-based system to make up trains randomly – see his article in the August 2020 RAILWAY MODELLER Planning an operating sequence].

With four of the wagon cards to hand, they set about finding the relevant wagons on the layout and shunted them into a train. As I am of the generation where no train was complete until a guards van was on the end, they soon learned the important things!

Anyway, back to the present. I had always thought that if I built the grandchildren a layout, it would be based on the traditional oval, but after watching them shunting the wagons on my Inglenook module, I could see

that this format would be ideal for them.

I had a baseboard module from a previous project, 1.2m x 0.38m. It had a few small holes in it which were filled in and sanded back. It also had a backscene board and a front fascia board so all that it needed were two pieces to enclose the ends and thus ensure that any models would not end up flying off and crashing to the floor!



▲ The track plan. This is more comprehensive than the original Inglenook shunting puzzle layout which had no loop - just three sidings and a headshunt.

A sample pot of green paint, which I had in stock, was an ideal colour for the baseboard, fascia and top. The back board was just painted a shade of sky blue.

I decided to use Peco code 100 track as it would be more robust for young operators to use. I had no track plan devised, since I had no idea of what I might be able to buy during the lockdown. I managed to find two Y points and two medium radius points in my parts box at home, and a phone call to the local hobby shop resulted in two Insulfrog points and one Electrofrog small radius point. I also picked up some Peco uncouplers, normal and insulated

rail joiners, and some yard lengths of track.

With small 'footprint' layouts I find it easier to visualise what is a workable track plan by placing the points and some track on the baseboards and arranging everything until I reach a satisfactory compromise.

Once I had decided on the final design it was time to get the track cut to length and pinned down. As this was to be for the younger ones and not for display I chose not to ballast the track or get involved in a lot of scenic work. After all, the object of the exercise was to get something running reasonably quickly and help my daughter keep three children occupied with something other than iPads, computers and the TV.

An old H&M CU1 controller was mounted on the baseboard and powered up with AC plugpack. This solved the immediate need to get things running quickly, but in time I want to wire in an old Lenz Compact controller which I have.

With a small Hornby 0-4-0 tank loco and a few goods wagons, all was ready to go. I use Kadee couplers on my stock, but for this exercise I stuck to the traditional tension lock couplings so that stock could be up and running more quickly.

All of the wagons at this stage are open wagons into which I have placed a numbered card that corresponds to the numbers of the laminated stock cards.

Shuffle the cards, deal out a set of four, and away they go!

Comment

Observations and opinions on railway modelling

Richard Bardsley



I've started so I'll finish

“Who could forget the famous catchphrase of Magnus Magnusson, spoken when the klaxon sounded? Fortunately, we railway modellers are not under the kind of pressure that the contestants on *Mastermind* are (unless you foolishly accept an exhibition deadline that's just around the corner). My modelling life might more accurately paraphrase this famous saying as, “I've started so I'll finish – eventually”.

I am a serial starter but a somewhat less proficient finisher. My train room is littered with part-completed projects from the small (a wagon kit) to the large (a layout) which are all in various stages of construction.

Some modellers start a project but then their enthusiasm wanes. This can be down to a number of reasons. For some, the time taken to complete the project may induce frustration or boredom. Perhaps the project is too large; for example, ballasting several scale miles of track can be a mammoth undertaking. In some cases, the modeller may not yet have acquired the necessary skills to successfully finish a model, although the experience will always stand you in good stead for next time.

So, there are any number of reasons why a modelling project may be consigned to a plastic ice-cream tub that gathers dust in a

drawer. (Indeed, I may have to eat a lot more ice-cream given the number of projects I keep starting!) Am I succumbing to boredom, frustration, or a lack of skills? Fortunately, none of these things, though occasionally my skills still need a little honing; if I need to improve my soldering or air-brushing, I just put any disasters down as ‘experience’ and try again next time.

The root cause of my project starting habit is nothing negative at all, rather it's something quite positive. You see, I just have too much enthusiasm for the hobby. I get so excited about the ‘next big thing’ that I can't wait to start. So I start it, though inevitably this means that something else does not get finished. Like everyone I only have a finite amount of modelling time available.

Very often, the ‘next big thing’ happens quite by accident. A browse through my collection of books on wagons to research the ‘current big thing’ often causes me to stumble across something else that looks interesting. Before I can stop myself, various kits and bits have been ordered and as soon as the postman arrives, it's unwrapped and a start is made. Whereupon the ‘next big thing’ usurps the ‘last big thing’ until I get excited about something else.

Every so often I do make a concerted effort to finish off some of the projects. Perhaps I go full circle and get excited about something again, or there is some other reason. I recently restarted a set of wagon kits because a manufacturer had announced a ready-to-run offering; I want to see if I could

complete them as well as a factory finished model. If not, then I will buy the R-T-R version, whereas if they turn out alright I will buy more of the kits. The trouble is, it was about 15 years ago that I started these kits. Will it be another 15 years before this particular project is finally completed?

As I write this, we are starting to emerge from the national lockdown due to the coronavirus outbreak. The enforced isolation has perhaps done wonders for some aspects of the hobby if the reports of brisk sales of model railway items are to be believed. For

many modellers, having this time on their hands will have enabled them to complete many of those unfinished projects. Equally, it has given us time to start even more.

At the end of the day, it does not matter how many ice-cream tubs I have filled

with half-completed models. Rule one applies equally to how I conduct my modelling as much as what I choose to run on my layout. The only thing that matters is that I'm having fun with all this enthusiasm for my modelling.

In the current climate, fun is the most precious commodity; five minutes of “switch-off” time with model railways is as beneficial as all the government advice about health and exercise. And I'm content in the knowledge that I'll always continue to conduct my modelling in the same way. I've started, so I'll finish. Eventually.”

Richard Bardsley is a writer on model railways and a kit designer in N gauge

Has over enthusiasm led the author to amass a large quantity of unfinished wagon projects, as this photo testifies? But perhaps this shouldn't be perceived as a negative thing; Richard reckons they will all get finished – eventually. Photo: the author.



Readers' Letters

An A3 layout, but no Flying Scotsman



There I was one day, sitting with my father-in-law discussing the small brick weighbridge kit given away free with the January 2020 issue of RAILWAY MODELLER. The conversation turned to the question of available space for a model railway.

He said that there wasn't really enough room in his bungalow for a railway, hence the reason he had started to build one in his garage.

I thought I would see if I could prove him wrong, and set about making a narrow gauge railway on an A3-sized board – that's only 420mm x 297mm (16½" x 11½").

I went further and decided to only use what items I had at home, so

using the weighbridge kit, some balsa wood and matches, a couple of lengths of Peco narrow gauge track, some Woodland Scenics trees and grass, and a Kato chassis I had lying about, I started building my railway.

With a little modelling experience, the use of a cheap 3D printer to produce the loco body, and a lot of fun, I came up with the result seen in the attached photograph.

The train is Arduino controlled, to stop and start automatically at the station, and the layout lights up when darkness falls.

I never knew railway modelling could be so much fun – what's next?

PHILIP LAWSON

Better late than never

I'd had my ten-year-old son's Hornby Gordon on the 'to do' list for some time, due to a tender drive issue. So, after finally getting my much-planned layout running in May, my attention turned to some loco servicing.

I fixed a wobbly pony truck on a Tri-ang A3; put new traction tyres on a Roco pacific, then looked at a Hornby Class 466, but decided to leave that until later. Gordon was next.

I retrieved the offending gearwheel which my son had carefully kept in a small plastic bag so as not to lose it. I cleaned it, and the shaft, applied a tiny amount of glue and then reassembled everything. After a day for the glue to dry properly, Gordon was again running sweetly. I was extremely pleased with this little repair, and so was my son – he's 29 next birthday!

PHIL BUTTON

Another satisfied customer

I am another reader with happy memories of the Peco shop in Seaton.

In 1957, when I was 13, I stayed with my aunt and uncle in Sidmouth on holiday. One day I caught the bus to Seaton (an adventure in itself via Branscombe and Beer) to visit the shop.

Like many boys of that time I owned a Tri-ang layout. I soon got talking to the very pleasant assistant who showed me some self-assembly track (was it called *Individulay*?) that consisted of steel or nickel-silver rail, fibre sleepers and track spikes. I bought a pack which was well within my earnings as

a Saturday morning butcher's delivery boy. Back home I bought a sheet of Bowaters wood-fibre insulation board for £1:10s (£1.50) and a pair of fine nosed pliers for 7s:6d (35p) which are still in use today. After making two 4' x 2' baseboards I was able to start my first branch line model.

I've been a modeller ever since and our wonderful hobby has stopped me from going insane during the lockdown. I live alone and finished all those kits I had never had got round to doing.

I shall look forward to visiting Peco again when hopefully, all this is over.

BARRY HILL

Is the SLW Class 24 making all the right noises?

Your review of the Sutton Locomotive Works Class 24 (RM July 2020) with the crew's regional dialect sound option made me realise that realism using sound effects in models could be developed far, far further.

Given the history and performance of early dieselisation in the UK, may I suggest that the following sounds could be added, not limited to, but including the Class 24;

- Failure to start, ie cranking but not firing, with optional cursing from crew.
- Steam heat boiler failure, ie sound of large spanner being applied by the second man to said boiler.
- 'Hunting' of diesel engine because of ill-adjusted/worn injectors.
- Filling steam heat water tank with water.
- Connecting rod smashing through the crank case (usually at speed)
- Ominous if indeterminate "rumbling" noises.
- For e.g. Western/Warship/Deltic/Falcon, a single engine running option. With a smoke/light unit added, you can also then incorporate;
- Traction motor fires (Diesel-electrics only)
- Generator flash over i.e. a big bang followed by a puff of smoke.
- Bacon sizzling on cab hot plate.

I venture to suggest with digital sound effects and today's first class recording techniques, we are only just scratching the surface!

IAIN HARRIS



High time for a show time re-think

I read with great interest Chris Ford's article *A New Normal* in the July issue.

The matters raised in the piece, I think are very valid and should be not taken lightly by exhibitors, exhibition organisers or the general modelling public, of which I am one.

For sometime the hobby has been awash with too many exhibitions in my opinion: large and small 'Expos' that seem to repeat themselves often with the same exhibits. I visit many of these events and come away thinking that the layouts are the same as they were the last time I attended.

Layouts aside, with the advent of internet shopping there has been a shift in the buying patterns of many modellers towards ordering online.

This now often negates the need to visit exhibitions. Buying those small items that at one time were only available from specialist traders at shows is changing rapidly. Online sales have opened up these specialists to a far bigger market place than on the exhibition circuit, and at a reduction in costs to them – no accommodation and travelling expenditure for instance.

This service is great for modellers like me (who had to shield during the early part of the pandemic). I did not have to leave my own railway room to obtain the parts and those most important little bits to make a layout.

I think this shift was happening long before this present awful situation began: it has served to highlight what in my humble opinion was glaringly obvious. This intervention by the health crisis may be just what is needed to reassess where the exhibition circuit is going to go.

Now is the time for thinking outside the box, certainly with regard to the number of shows. More is not always best. Fewer events would mean that it would be easier to book layouts that have not been seen too often, or do not get much exposure.

It would also mean that clubs and societies may have to run joint events, though resources, manpower and costs could be shared, which should be a positive benefit.

What about virtual shows? They may be the way forward since many clubs have their own website on which they could run a virtual event. Can a paywall be set up where a small fee for viewing could be charged? It could go to both layout owners and the club coffers at an agreed rate.

If this reads like a dig at all the superb exhibitions that occur, it is not. The future for such events is very uncertain, what with some scientists saying the crisis may last many years.

It really is time for a radical rethink.

JOHN GIUSSO

Pendon by proxy

Thanks for keeping the RM flowing with a stream of excellent articles.

During lockdown I was frustrated by not being able to visit Pendon, which I had planned to do just beforehand.

As a result I decided that something inspired by Pendon would keep me sane so, I added a small cottage scene to my *Shillinghurst* layout. I attach a photograph showing the result: the little project helped to take my mind off the crisis.

BOB PETCH



High street shop to the rescue

I needed five items costing a total of about £30 to complete a board on my current layout. Normally I would have purchased these at exhibitions or swapmeets. As a result of the current pandemic I thought I would attempt to source them on the internet.

All the major retailers I tried were unable to supply me with all of the items, which would have meant that I would spend an extra £12 in postage etc, to get all the items delivered from three separate sources.

I contacted a small high street model shop at 4pm and was told that the five items were in stock and could be posted to me that evening with free delivery. The package was at my door within twenty hours.

Long may the small High Street model shop prosper; I will certainly be using that particular one again.

JOHN ROBERTS

A felted quickie!

My partner Judith Marshall has recently been expanding her craft interests by doing some felting. The normal subjects for 'felting' seem to be animals and flowers, but my dearly beloved has made a locomotive! She was a bit stumped as to how to do the wheels until I showed her Hugh Dougherty's narrow gauge 'quickie' in the July issue. Well, you can see the likeness. She is very pleased with it and the cab interior is complete with gauges and firebox.

SIMON JAMES



Snippets...

Heaven sent

Lockdown has been tolerated thanks to the continued publication of both the *RAILWAY MODELLER* and the *CONTINENTAL MODELLER*. A Godsend in these times of trial.

JOHN ANDERSON

Australian augury

In Australia with the current lockdowns there is an even longer wait to see the printed copy in the shops. Just picked up the April and May issues of the *RAILWAY MODELLER* this week. Though I must have foreseen the impending doom, for some reason I took out a digital subscription for the first time ever earlier this year.

LES FORDHAM

Bath Mayfield and British HO

First of all many thanks to you and your team for continuing to produce the magazine in the current difficult times. It is a marvellous contribution to the health & sanity of the nation.

It was in March 1950 that I bought my first copy of *RAILWAY MODELLER* and have been inspired by it ever since.

My current interest is in the work of Jim Smith and his British HO layout *Bath Mayfield* (below).

I am attempting to build my own small British HO layout, and am won-

dering if RM could persuade Mr Smith to describe some of his techniques for 'downsizing' 4mm locomotives to suit 3.5mm/ft scale. I'm alright with goods vehicles, but the locomotives seem far more challenging.

I'm aware that there is a British HO Society (or 1:87 Society), but I don't have the internet, and thus cannot contact them.

L.F. JONES

Ed: we'll pass your correspondence onto Mr Jim Smith.



Starting young

I thought readers might appreciate this photo of Ianto Nicolay Strong from Wales who turned three in May.

He awaits the *RAILWAY MODELLER* every month and as you can see is an avid reader. The magazine definitely is not just for the over 65s, as we might worry, but for three year olds too!

It's good for children in Aberystwyth to see models of the trains on the nearby Welsh narrow gauge lines that are not so far away.

MARK STRONG



Layout table

I wonder if your readers would be interested to learn that I have discovered what I feel is a superb support for small to medium sized layouts.



It is a folding 'banquet table' sold through DIY and homeware stores. It's 6' x 2'6" x 2.9" high, with a very firm plastic top and, according to the specification, can support 600lbs.

It folds in two and can be easily stored in a cupboard. I've seen it priced at £29.99 in one store, and it can be delivered for a very modest extra charge.

JOHN HARKER

The staged drama is nothing new

John Rodway's comment piece in the August issue of RM is very interesting.

The concept of *The Staged Drama* is however, not new, as a number of modellers have used this approach over the years.

My fellow Warley MRC member, the late John Allison built an N gauge layout in the late 1970s which included a taped commentary.

On the exhibition circuit, also in the late 1970s and early 1980s, were two layouts which fully exploited this technique: both appeared at the Warley Show during that period.

The first was the late John Pomroy's *Winton* layout, featuring trains of the LNER, and its successor, built by Oxford MRC *Rewley Road*, a model of the L&NWR station in that city. Both were extremely popular layouts.

The difference now is that modern technology makes such presentations so much easier, particularly with regard to the synchronisation of the movement of the trains and the audio tape, which in those days was down to the operators co-ordination skills!

PAUL JONES



John Pomroy's *Winton* layout, and below left, the Oxford MRC's *Rewley Road*. Photos: Brian Monaghan and Brian Higgins



OO CCTV

I wanted to share with you my latest lockdown project for my model railway – I have made an actual working CCTV camera for my layout. It uses



a 5mm x 5mm mini 'hidden spy camera' bought online for just under £15.00. There is a short video about it on YouTube which you can view by following this link:

www.youtube.com/watch?v=Hq8BIPH_HX4

DAVID PARK

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Stephenson's Rocket Train Pack

Brand new from Hornby in OO

On reflection we shouldn't have been surprised when, during Hornby's press briefing last December, Simon Kohler announced that Stephenson's *Rocket* was to be produced in OO from all-new tooling as part of the manufacturer's 2020 range (see News, RM February). After all, this locomotive has twice before been the subject of models produced by Hornby: in 1963 a OO model was released by Tri-ang, which was subsequently re-issued in 1982 under the Hornby branding, whilst the 1980s saw a 3½" gauge live steam version released.

This brand new model of *Rocket* has been released as part of two train packs, each comprising the locomotive, together with three First Class carriages and set of crew figures; ref. R3809 is a Centenary Year Limited

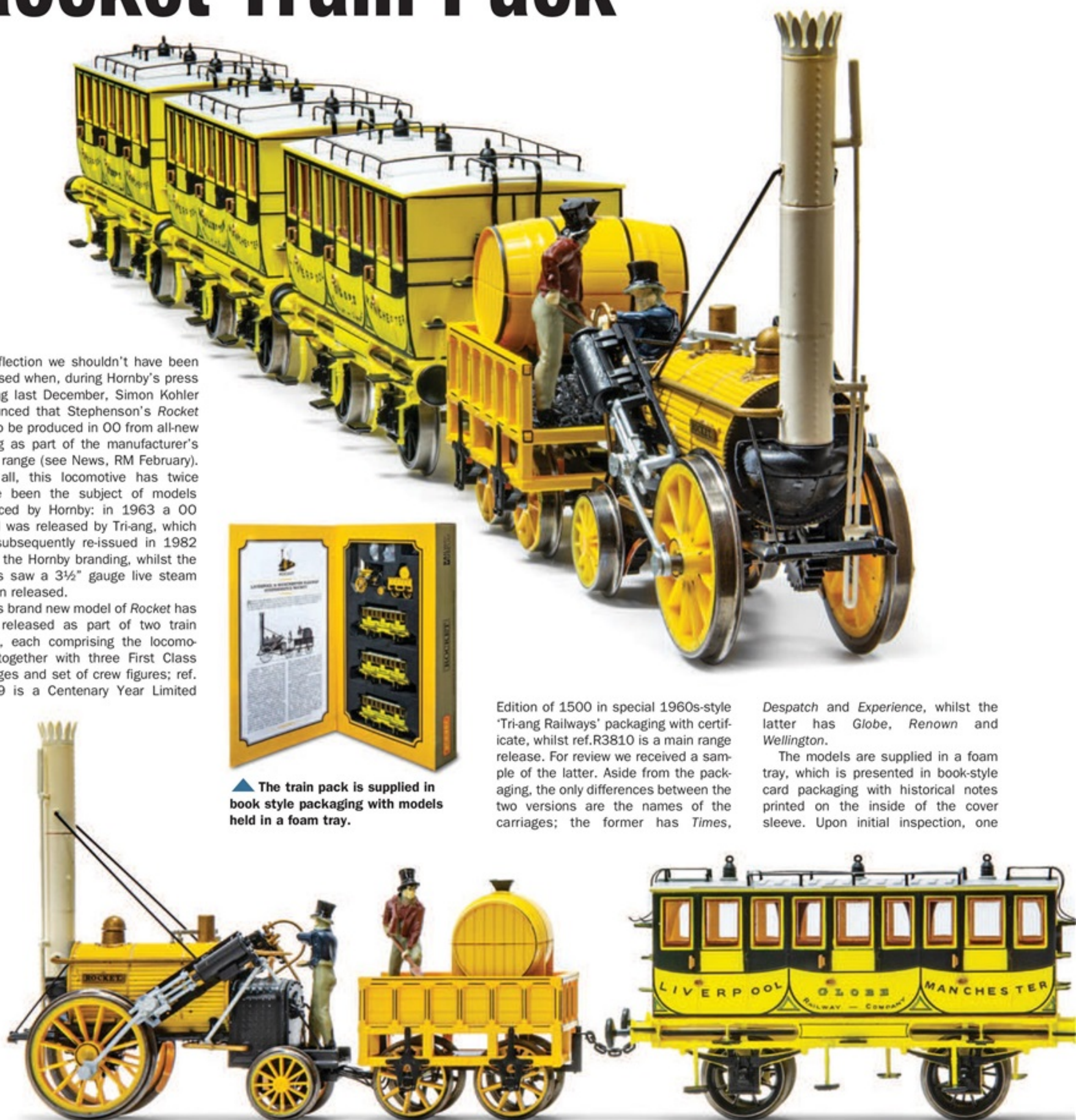


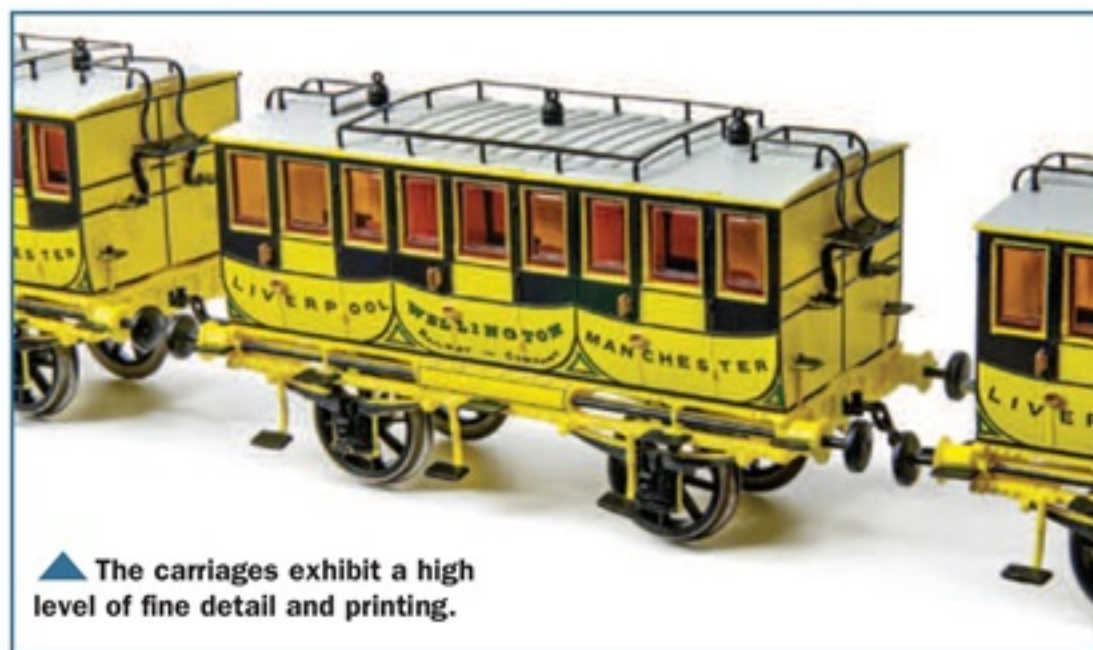
▲ The train pack is supplied in book style packaging with models held in a foam tray.

Edition of 1500 in special 1960s-style 'Tri-ang Railways' packaging with certificate, whilst ref.R3810 is a main range release. For review we received a sample of the latter. Aside from the packaging, the only differences between the two versions are the names of the carriages; the former has *Times*,

Despatch and *Experience*, whilst the latter has *Globe*, *Renown* and *Wellington*.

The models are supplied in a foam tray, which is presented in book-style card packaging with historical notes printed on the inside of the cover sleeve. Upon initial inspection, one





▲ The carriages exhibit a high level of fine detail and printing.

can't help but be taken aback at just how intricate these Hornby models are. The model of *Rocket* itself is tiny – even Hornby's W4 Peckett model appears decidedly prodigious in comparison.

The locomotive

The model of *Rocket* depicts – to all intents and purposes – the locomotive in its original c.1829 Rainhill Trials form, whilst also providing a close match for the 1979-built working replica (see panel) that has enjoyed various spells of operation since its completion, both at its York base and other locations around the UK and overseas.

The model – a combination of moulded plastic and cast metal parts – bristles with fine detail; the riveted chimney with its decoratively-fluted top is exquisite, whilst the fully-exposed back-head fittings are delicately replicated. The fine printing of the nameplate and black lining on the tender is also worthy of mention.

The coaches

In 1930, as part of celebrations to mark the centenary of the opening of the Liverpool & Manchester Railway, the LMS constructed a rake of replica L&MR coaching stock, comprising three First Class covered carriages (named *Huskisson*, *Traveller* and *Experience*), and three un-named Third Class open carriages. Built at Derby, these replica carriages (which were hauled for the anniversary by the preserved L&MR



▲ The supplied crew figures have spigots on their feet that engage in holes on the model.



▲ A six-pin DCC decoder socket is housed in the water barrel on the tender.

0-4-2 *Lion*), exhibited various differences to the original L&MR designs including much longer wheelbases.

York is home to two of the First Class carriages (*Huskisson* and *Traveller*) together with two of the Third Class carriages – vehicles from these

CONTEMPORARY VIEW *Stephenson's Rocket*



▲ A 2015 view at York's Railway Museum showing the part-sectioned 1931-built replica of *Rocket*, together with preserved examples of the First and Third Class 1930-built replica L&MR carriages. Photo: Craig Tiley

Prototype history

Stephenson's Rocket was designed and built to compete in the famous Rainhill Trials of 1829, the Directors of the Liverpool & Manchester Railway issuing an invitation that challenged entrants to produce a 'Locomotive Engine, which shall be a decided improvement on any hitherto constructed, subject to certain stipulations and conditions'.

Completed at Robert Stephenson & Co.'s Newcastle factory by George Stephenson (in conjunction with his son Robert and the company's George Phipps and William Hutchinson), the locomotive went on to become the clear winner at the trials. The builder was awarded a contract to construct further 'Rocket' type locomotives for use on the L&MR, the route opening the following year.

Various improvements were incorporated into the design of these production locomotives in light of the trials, with *Rocket* itself receiving significant changes – including the relocation of the cylinders to a horizontal position. *Rocket* was eventually sold on for use hauling mineral trains on the Brompton Railway, prior to its withdrawal in 1840, by which point it had been much modified from its original form. A decade later it was moved back to the works of Robert Stephenson & Co. before – in 1962 – being donated to the Patent Museum, forerunner of the Science Museum. Following many years on display in London, the locomotive is currently on display at York's Railway Museum.

Several replicas of *Rocket* (working and non-working) have been made over the years, including a partly-sectioned example that was constructed in 1931 together with a working replica completed in 1979 to mark the 150th anniversary of the Rainhill Trials. Both of these replicas are also currently on display at York, the Hornby model being developed with reference to these examples.

have been partnered with the 1979-built *Rocket* replica on occasions. (It is understood that the two other 1930-built replicas still exist and are stored in the custody of Liverpool museums.)

The Hornby carriages are based on the 1930s replicas (the Era 1 designation of the train packs could be regarded as a red herring in this respect), although five of the six names used on the models are derived from original L&MR vehicles – not the replicas, and as such these arguably represent

something of a hybrid. However, one cannot fail to be impressed by the exquisite detailing that these models exhibit – particularly the fine footsteps, roof furniture and cut-outs in the solebars. Interior detailing includes a representation of the seating and partitions between the three compartments. The printing is stunning, with the names crisply rendered in gold with blue shading, whilst door handles have been picked out in brass.

Continued overleaf...





See this model in action on our website!
bit.ly/HornbyR3810

The locomotive and tender are permanently connected by four wires. Note the wiper pick-ups and gear arrangement on the driving axle.



The model of Rocket bristles with separately applied fine details.



The model is supplied with four long (left) and two short (right) moulded chain couplings.

Performance

The locomotive is equipped with a five-pole skew-wound motor, which is encased within the locomotive boiler, this driving the single pair of driving wheels. Electrical wiper pick-ups are fitted to all eight wheels of the locomotive and tender. Four wires permanently connect the locomotive and tender, the latter housing a six-pin decoder socket within the water barrel moulding – the top half of which simply unclips for access. There is room for a small decoder, but fitting sound could present something of a challenge...

The locomotive (less tender) weighs only 38g, with the motor accounting for much of this; its position over the driving wheels ensures adhesion is maximised. Indeed, it's not expected to pull much more than the three carriages supplied, these weigh just 18g each.

The locomotive and carriages are not equipped with tension-lock couplings, there being no need for what is essentially a fixed formation model. Instead a pack of moulded coupling chains is supplied (four long and two short – the latter for use between the leading car-

riage and tender) that need to be attached by the modeller. Fitting was slightly fiddly (tweezers were required), but the arrangement was justified with the aesthetic benefit once the train – all 328mm of it – was assembled.

It may be prudent for some modellers to check clearances on their layout before running the model – the chimney sits 60mm above rail level, which may render it 'out of gauge' for some line-side structures.

The model is designed for use on track with curves down to first radius. Our sample proved to be quiet and smooth in operation. Although geared for slow running, the model is still capable of speeds considerably higher than

those that Rocket is reported to have achieved in 1829.

In conclusion

With Hornby having recently announced plans to release models based on the replica L&MR Third Class carriages to accompany these train packs (see News), and in light of the apparent popularity of these models since their announcement, what are the odds of the manufacturer going one stage further and following this up with a model of *Lion* (aka 'Thunderbolt' from a certain Ealing comedy)? For your reviewer at least, that really would be something to savour...

Craig Tiley

Sample supplied by

HORNBY HOBBIES Ltd,
 Westwood, Margate, Kent
 CT9 4JX
www.hornby.com

PRICE
 ref.R3810 – £179.99





A TS (Trailer Standard) marshalled as part of a four-car 'Castle' 4+2 formation.



In our August issue we reviewed samples of the new ScotRail sliding door Mk.III stock that has been released by Hornby – these models being based on the full-size vehicles that have deployed as part of short-form HST formations north of the border. Short-form HSTs have also been introduced on GWR routes west of Bristol and here we present examples of Mk.III sliding door stock presented in the livery of this operator.

GWR currently operates a fleet of 11 (2+4) Class 255 'Castle' HST sets – principally for services between Exeter and Plymouth/Penzance, and between Cardiff and Taunton. The refurbished Mk.III vehicles that make up these sets are formed as follows: Coach A – TGS (Trailer Guard Standard), Coach B – TS (Trailer Standard), Coach C – TSD (Trailer Standard Disabled) and Coach D – TS (Trailer Standard). In difference to the ScotRail consist we reviewed, the GWR sets have neither a Buffet nor First Class accommodation.

It should be noted that the TGS retains an original set of slam-doors at one end, which are not for public use and are orientated adjacent to the power car. Furthermore, the TSD is orientated with the disabled accommodation adjacent to Coach D.

The Hornby website lists two versions each of a TGS and TSD, together with four Trailer Seconds – sufficient for two 'Castle' formations to be assembled with no duplication of running numbers.



Livery application is excellent, with a rich gloss finish to the GWR dark green, which contrasts nicely with the matt-finish diagonal bands. In all other respects the specification of the models match the ScotRail versions.

An appropriate power car pack is listed in the manufacturer's 2020 catalogue; ref.R3685 which comprises 43005 and 43041 *Meningitis Trust Support for Life*. However, modellers should note that the latter power car was re-named *St Catherine's Castle* in 2019, this in accordance with the GWR's marketing policy for its Class 255 power cars, which are being named (with a couple of exceptions) after castles located in Wales and the south west of England. (43005 is yet to receive a name.)

CONTEMPORARY VIEW GWR Mk.III coaches



As of May 2019 all former-HST diagrams to and from London Paddington were in the hands of Hitachi Class 800 IEP trains, this following the electrification of the Great Western Main Line into the Capital. This saw many of the displaced Class 43 power cars and Mk.III vehicles going to other operators (including ScotRail), with others going into storage and surplus slam-door Mk.III vehicles being scrapped.

However, a small quantity was retained for use elsewhere on the GWR network, these being marshalled as short-form (2+4) sets and the Mk.III stock refurbished with automatic sliding doors, new interiors and tank-retention toilets. One such set is pictured here, being led by power car 43 154 (43 094 trailing) along the sea wall at Dawlish on 11 April 2019.

Photo Steve King

A previous power pack release from Hornby – ref.R3696 with Nos.43016 and 43093 *Old Oak Common HST Depot 1976-2018* – also offers suitable motive power for a 'Castle' set, with the real 43016 still to receive a name at the time of writing this review. Surely though, the odds must be very short on Hornby announcing a twin-pack of Castle-named power cars as part of its 2021 catalogue...

Craig Tiley

Samples supplied by

HORNBY HOBBIES Ltd,
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICES

Coaches: ref.R4895/R4895A (TSD), R4896/R4896A (TGS), R4915/4915A/4915B/4915C (TS) – £34.99 each



Irish Railway Models – the sister company to Accurascale – has delivered stocks of its Córas Iompair Éireann/Irish Rail 42' bogie flat wagons with beer keg loads in OO. Plans for these models were first announced in our June 2018 issue as part of a series of releases that all share a standard CIÉ 42' flat wagon chassis: These latest releases follow the firm's models of container liners and fertiliser wagons.

The introduction of ISO intermodal standards in the early 1970s allowed breweries to maximise the potential of rail transport, with CIÉ's then new fleet of 42' bogie flat wagons being particularly suitable – enabling large quantities of kegged beer to be transported efficiently.



Fine detailing is much in evidence on the 42' chassis.



The beer keg loads have been nicely replicated as single-piece mouldings.

stitute bar couplings are supplied to assist with the close-coupling of fixed rakes. Other detail parts supplied include vacuum pipes and a liberal quantity of spare rotating axle hubs. Also supplied is a pair of container security barriers (one per wagon – not pictured).

The beer keg wagons are available direct from IRM as twin packs, with four different packs available, each comprising different running numbers.

New wagon loads

Also new from IRM is a pack of two CIÉ 20' containers (which can be used on 20', 42' and 47' container flat wagons), together with a pack of pallets with bagged fertiliser, comprising eight mouldings of four stacked pallets and four mouldings of single pallets.

Craig Tiley

CIÉ constructed an additional batch of wagons in 1978 specifically to meet the demand of transporting Guinness. Kegs were brought by road the short distance from the firm's St James's Gate brewery in Dublin to the goods yard at the city's Heuston station. Here they were transferred to the 42' wagons for distribution to depots located right across the CIÉ/Irish Rail and Northern Ireland Railways networks.

Keg trains were a common sight on the Irish rail network for almost four decades, both on dedicated flows as well as mixed freight formations. However, changes to the Irish railway environment in the mid-2000s resulted in the loss of several freight flows, including keg traffic, which finally came to an end in 2006.

The models comprise a largely die-

cast chassis with bogies, buffers (sprung), keg cages and loads moulded in plastic. Wheelsets are metal. There is an impressive level of fine detail present, that on the chassis being fully appreciated once the detachable cages have been removed.

The all-over red oxide livery has a pleasing satin finish, with crisp application of small printed details.

The keg loads are nicely rendered in silver, although a wash of black paint will help disguise their single-piece construction, particularly when viewed from above.

The models feature the taller design of cages that were fitted from the mid-1990s to improve security of the kegs in transit.

Tension lock couplings are fitted in articulating NEM pockets. However sub-



Samples supplied by

IRISH RAILWAY MODELS Ltd,
Unit 8, The Hyde Building,
The Park, Carrickmines,
Co. Dublin D18 Y3F9
www.irishrailwaymodels.com

PRICES

42' bogie flat wagons with beer keg loads – twin pack (ref. IRM1078-D) – €100.00 inc. VAT

CIÉ 20' containers – twin pack (ref. IRM1091CIE20) – €12.95 inc. VAT

Fertiliser Pallet Loads (ref. IRM1092FERT) – €9.95 inc. VAT

Track cleaning vehicle from Sharge UK

00

Sharge UK has released the latest version of its 00 gauge track cleaning vehicle. Manufactured as a bogie tanker, the vehicle is equipped with a sprung cleaning pad (onto which track cleaning fluid is dispensed from the tank) that rubs along the rail surfaces on a layout.

The vehicle can be pulled or pushed by a locomotive, which enables track cleaning to be undertaken during normal layout operation. It also enables rails to be cleaned in difficult to reach locations, such as through tunnels.

Small adjustments can be made to the drip rate of the cleaning fluid, as can the position of the pad underneath.

The vehicle is equipped with slimline NEM tension lock couplings. Suitable track cleaning fluid to use with the vehicle (containing 71% Isopropanol) is obtainable from Sharge UK.

Track cleaning vehicles are also available for N gauge.



Sample loaned by

SHARGE UK,
Tel: 01556 612 157
www.model-train-track-cleaner.co.uk

PRICE 00/HO track cleaning vehicle - £93.00 ea

Magnetic couplings from GLR Bespoke Services

00 & 0

GLR Bespoke Services has developed a range of magnetic couplings to provide an alternative to the factory-fitted tension locks fitted to proprietary models in 00. These items are designed to be visually neater and also easier to couple/uncouple than the conventional hook and bar arrangement. Furthermore, by choosing appropriate shank lengths (this will be dependent upon layout curvature), these couplings can also be used to provide a means of close coupling between vehicles.

For review we have received samples of two different types of coupling for use on 00 models, together with a three-link style coupling for use on 0 gauge models.



00 for NEM pocket fitting

These versions are designed to simply plug into the articulating NEM pockets that the majority of current R-T-R models are equipped with. The couplings (photo A) are available in 14, 16 and 18mm lengths (measured from the face of the magnet to the tail of the coupling shank) and use strong circular (3mm x 1mm) neodymium magnets. Narrow versions are also available (not pictured),



which are designed to provide a degree of lateral movement on models with non-articulating NEM pockets.

Given the slight inconsistencies between NEM pocket heights that can occur between different models (particularly those of different parentage), the couplings are perhaps best suited to fixed-formation coaching rakes or block freight trains. Photo B shows a set of the 16mm couplings fitted to a pair of Hornby Mk.III sliding door coaches (see review on p745). The arrangement was tested successfully around curves of third (505mm) radius. However, we were not able to evaluate the maximum length/weight of train that the magnets can cope with before separating.

00 for non-NEM fitting

The second 00 type of coupling caters for models not equipped with NEM pockets, such as proprietary items produced from older tooling. Instead the shanks of these couplings have a loop to accept a screw for fixing to the model in place of a tension lock; this will require a small amount of preparatory cutting and drilling. These couplings are available in 16, 18 and 20mm lengths (photo C).

For both of the 00 types outlined above the couplings arms are not handed; each arm is fitted with a pair of magnets that are orientated to project different magnetic poles, such that vehicles do not have to face a particular direction for couplings to connect.



Magnetic link couplings for 0

In addition to the 00 types, we have also received samples of the firm's 0 gauge magnetic couplings, which are intended as an alternative to three-link chain couplings (photo D). These are supplied complete with hooks, although the magnetic couplings can be fitted onto existing hooks on a model if preferred.

The coupling at the end of each vehicle represents one and a half links, such that when coupled, the impression of a three-link coupling is achieved.

Further information including details of stockists, fitting guides and videos – for all of the firm's range of couplings – is available via the website (see below). N gauge versions of the 00 types are also available. Currently in development for future release is a 00 gauge locomotive electromagnetic remote coupling/uncoupling pack, which will be powered by the locomotive and DCC operated.

Craig Tiley

Samples supplied by

GLR Bespoke Services,
Unit 4, Priority Workshops,
Barry, CF63 2BG.
(Visitors by appointment only.)
www.glrailways.co.uk

PRICES
00 NEM (10 pairs) - £12.00
00 non-NEM (10 pairs) - £12.00
0 gauge (two pairs) - £11.00
0 gauge (five pairs) - £25.00

SEPTEMBER 2020 • NEWS P.748 • PECO NEWS P.750 • NEXT MONTH P.752

RAILWAY MODELLER crowned 'Special Interest Magazine of the Year' at the Newspaper & Magazine Awards 2020

The Peco Publications team is delighted to report that RAILWAY MODELLER won the title of 'Magazine of the Year' in the Specialist Interest category at the annual Newspaper & Magazine Awards on 16 July 2020.

RM was one of six titles to be short-listed for the award, with the winner announced via a special video streaming of the event (which could not be convened as normal due to the health restrictions).

The Association of Circulation Executives – a trade organisation founded in 1951 to bring together members of the newspaper and magazine publishing industry – recognised a number of achievements made by the magazine in 2019; not only did the periodical celebrate its 70th anniversary (RM November 2019), but the year

was also bookended with features on high-profile celebrity railway modellers Jools Holland OBE (RM January 2019) and Sir Rod Stewart (RM December 2019) – the publication of both of these attracting extensive media interest. Our audited circulation figures for 2019 showed a significant rise in readership over the previous year, which consolidated our position as the number one model railway magazine in the UK.

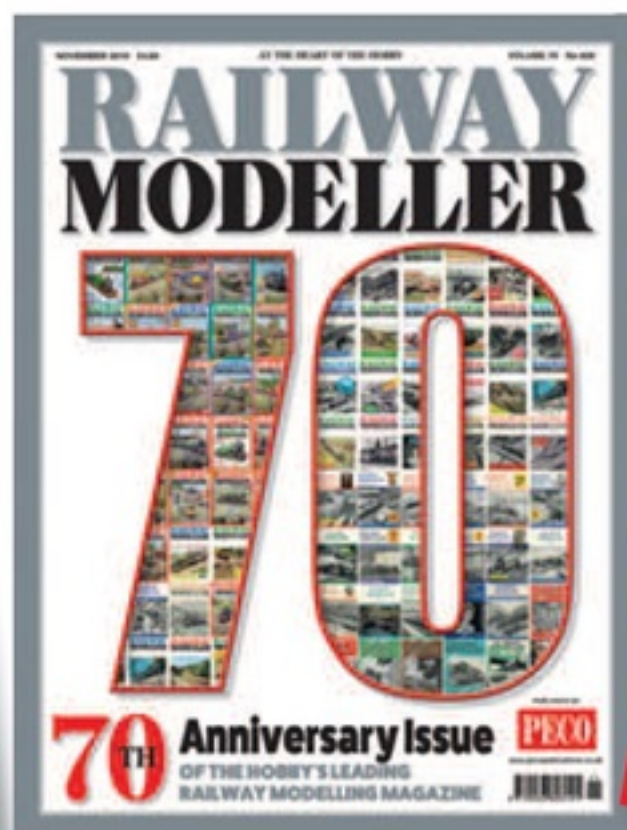
The Judges, made up of leading figures from within the industry, congratulated RAILWAY MODELLER and all at Peco Publications for setting a fine example in difficult trading conditions. In summing up they said, "This long-established brand excelled at utilising new media channels such as social platforms; gaining celebrity



endorsement; achieving strong sales efficiencies, and regaining listings. A key example was the 90% sales efficiency with the Rod Stewart issue – an efficiency unheard of in a hobby magazine."

Other winners at the 2020 Newspaper & Magazine Awards included Guardian News & Media, Country Life magazine and the Daily Mail.

www.acecirculation.com



Bachmann Class 20/3s – now in colour!

Bachmann Europe Plc has unveiled factory-decorated samples for its forthcoming Class 20/3 model, which has been 'designed from the rails up' from all-new tooling to capture the detail differences sported by these refurbished machines.

NEM coupling pockets and sprung buffers will be fitted, together with etched steps and fan grille, plus metal handrails throughout. Lighting features are set to include directional lights with day and night mode options, plus cab

lights. A Plux22 DCC Decoder interface will allow these lighting functions to be controlled via DCC, but analogue users will also be able to configure the lighting to their requirements via switches on the underside of the model. A pre-fitted speaker will assist those wishing to add DCC sound.

The samples pictured here show how the bogies feature separately-fitted pipework and are decorated appropriately – right down to the white lines that are painted on the wheel faces of the real locomotives to indicate if the tyre has slipped on the wheel.

Three models are planned for release: ref.35-125 – 20 306 in DRS blue livery, ref.35-126 – 20 311 in Harry Needle Railroad Company livery and ref.35-127 – 20 312 in DRS Compass (original) liv-

ery. Each will have an RRP of £164.95 and delivery is planned for December.

Refer to the manufacturer's website for further details:

www.bachmann.co.uk



Hornby announces Liverpool & Manchester Third class carriage in OO

Following the release of its Stephenson's Rocket train packs, which comprise models of the locomotive and trio of First Class L&M carriages (see review on p742), Hornby has followed this up with plans to release an L&M Third Class open carriage. A decorated tooling sample is pictured here.

As with the manufacturer's OO versions of the First Class carriages, the open Thirds will be based on the replica vehicles constructed by the LMS in 1930. These featured a number of differences to the original c.1830-built vehicles, notably a longer wheelbase. All three of the replica open Thirds are

believed to have been preserved; two at York's Railway Museum and the other in storage in the custody of Liverpool Museums.

Stocks of the model (ref. R40141) are due for delivery in September 2020 with an RRP of £16.99.



Thompson pacifics take shape

As part of its centenary programme of new tooling projects (see News, RM February 2020), Hornby is developing six Thompson pacific models, comprising a pair of A2/2s and a quartet of A2/3s.

Sample tooling for the full suite of releases was recently received by the manufacturer; illustrated here is an example of one of the A2/2s, this one covering No.60510 Cock O' The North, which will be presented in BR lined green with early emblems (ref.R3830). The other A2/2 release will be finished as No.60505 Thane of Fife in BR lined green with late crests (ref.R3831). Both A2/2 models will carry the Peppercorn Diagram 118 boilers that the real machines received during 1952, whilst detail differences between the pair will include different cab types, alternative chimneys, a variety of smokebox door layouts and two different tender types. Refer to the 2020 catalogue for further information, or go to: www.hornby.com



KR Models seeks support for Bulleid 'Leader' and Clayton DHP1 prototype in OO

Keith Revell – the man behind KR Models – is inviting expressions of interest for proposed ready-to-run models of Bulleid's Leader locomotive and the Clayton DHP1 prototype in OO. This follows the plans by KR Models to release OO models of the experimental gas turbine prototype GT3 (currently in production) and the BR diesel prototype No.10100 'The Fell' (which is at the CAD stage) – see News, RM June.

Only one of the five planned Bulleid Leader class locomotives was completed. Numbered 36001, versions of this example are planned in grey and BR green liveries. (The latter livery scheme was planned but never carried.) The proposed specification includes a heavy diecast metal chassis with central motor and flywheels, sprung buffers, flush glazing, directional LED lighting, etched grilles and a 21-pin DCC socket. The planned price for DCC ready versions is £170.00 – DCC sound-fitted options are TBC.

The Clayton DHP1 (Diesel Hydraulic Prototype 1) locomotive was a demonstrator ordered by Rolls-Royce to show



▲ The only one of five planned locomotives to be completed, Bulleid's experimental 'Leader' No.36001 is pictured at Eastleigh Works in October 1950. Photo: Railphotoprints

case the company's engines and hydraulic transmission; it was derived from drawings for the outwardly similar BR Class 17. Built in 1963 and outshopped in red livery, the locomotive saw little use – apart from on test trains – and was eventually broken up in 1967.



▲ A rare colour view - recorded in July 1963 – of the Clayton DHP1 prototype, which was similar in outline to the fleet of BR Class 17 Bo-Bo locomotives. Photo: Colour Rail

The proposed specification will largely mirror that set out for the Leader model above. The planned price for DCC ready versions is £165.00 – DCC sound-fitted options are TBC.

KR Models is also progressing plans for a number of N gauge models, with

expressions of interest being sought for models of a King class 4-6-0, GT3, 'The Fell' and Shark brake van.

For further details about all these models and to place expressions of interest, refer to the firm's website:

www.krmodels.co.uk

Flangeway announces O gauge snowplough

Flangeway has announced that, in partnership with Dapol, it is to produce an O gauge ready-to-run model of an Independent Snowplough – as per the type that has already been produced in OO by the retailer.

All CAD work has been completed on the model, which will now enter the tooling stage with a view to bringing it to market during 2021. Flangeway's sister business, Footplate, has opened expressions of interest which can be registered via the retailer's website.

Built in the 1960s on modified tender frames from former LNER steam locomotives, British Railways created around 40



of these large drift snowploughs, some of which continue in service today with Network Rail.

The RRP is expected to be around the £95.00 mark with the initial variants expected to comprise Scottish, Network Rail and 1965 versions.

Salmon samples served

Flangeway has also received the first factory-decorated samples of its forthcoming Salmon bogie wagons. Initially there will be versions released in three different liveries; black, olive green and engineers' yellow – the latter being fitted

with air braking equipment.

Each livery will be available with a choice of three running numbers. Priced £49.95 each, delivery is planned for Autumn 2020. For further details and to pre-order:

www.footplate.co.uk



Pecorama looks ahead to 2021 season

The decision was taken in early July that Pecorama is to remain closed to the general public for the whole of the 2020 season.

In arriving at its decision, Peco management had investigated the safety implications of re-opening to the public and had made estimates on potential income, considering these alongside the complications of continuing to use parts of the tourism site for manufacturing.

The conclusion was that it would not be sensible to try and re-open this year.

Maintenance of the Beer Heights Light Railway and the gardens will continue, with updates on the respective social media accounts. The model shop remains open, although currently only for mail-order, collections or by appointment.

Attention has now turned to shaping the future of Pecorama for 2021 and beyond. Pecorama wishes to thank all of its loyal customers for their kindness, support and understanding during this difficult time.

www.pecorama.co.uk



New N gauge wagon from Peco

Peco has released a new N gauge seven-plank open wagon model, presented with the branding of Gellyceidrim Collieries Co Ltd. The colliery was located at Garnant on the GWR branch line from Glanamman to Brynamman – it served numerous anthracite producers and was taken over by Clevees Western Valley in 1923.

The Peco wagon features a dark grey body and black ironwork, together with printed plates on the solebars. The model (ref. NR-P428) is available now from Peco stockists with an RRP of £10.15.



Changes to rolling stock kit ranges in N, OO and O

Peco has advised of branding changes that are being rolled out across its Ratio, Peco and Parkside rolling stock kit ranges; for 4mm (OO) and 7mm (O) scales, all kits will now fall under the Parkside brand. For 2mm scale (N), however, the reverse will happen – Peco will be the home for these rolling stock kits in the KNR-series. For more details:

www.peco-uk.com

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Adrian Swain

Adrian Swain, who will be familiar to many readers as the proprietor of ABS Models, passed away on 29 May 2020. He was well known for his high standards and vast prototype railway knowledge.

Born in Blackheath, London, his family moved to Dorset in 1952 where later he was a pupil at Poole Grammar school. On leaving school he gained a place at Imperial College, London, to study aeronautical engineering.

On leaving university he spent seven years in the aerospace industry with Vickers at Weybridge. During this time he created from the bedroom in his lodgings some of his earliest kits, trams being the first. Initially he sold his models through London's model shops. Eventually Adrian became confident enough to start his

own business and in 1972 moved back to the family home in Napier Road, Hamworthy and fully established ABS Models. In addition to trams, ABS Models grew to encompass the Streetscene series of model buses, lorries, cars and railway kits in O, OO and N gauges. He also did contract casting for other companies and individuals.

He was a former member of the Guildford Club, a founding member of the Central Southern Gauge O Group, a long-standing member of the Poole & District Model Railway Club and a number of other societies.

Adrian was a very interested and knowledgeable railway, bus and tram enthusiast. He could talk for hours about these subjects both real and model, and usually able to answer even the most obscure of questions thrown at him. He was also a keen nature enthusiast and loved Opera.

Although he was a business man he was in fact very generous to a number of societies and friends. An example of this was when in 1979 the newly formed CSGOG decided to build its first test track. Adrian's help was both physical and financial in funding a large portion of the materials used in its construction.

He continued to attend the group's meetings until earlier this year, sitting by the test track, dispensing words of wisdom and the occasional criticism of wagons on passing trains.

Adrian will be remembered as a kind, talented person and dedicated modeller, who always found time to help and advise others.

Ed – Our condolences to Adrian's sister Ginny and the rest of the family. We are indebted to a number of his close friends and family for their contributions in compiling this tribute.

'Print your own' canalside wharf boxfile layout in 4mm from Scalescenes

Following on from its 'download and print' kit for an industrial-themed micro layout that can be built into a boxfile (see News, RM February 2019), Scalescenes has developed a new kit, this time depicting a canalside wharf setting.

The online download (ref.LY02, price £9.99) comprises a set of PDF files including: files for the kit in the form of A4-sized (210mm x 297mm) full colour pages, comprehensive illustrated step-by-step instructions, together with files

for the backscene. The PDF files for the kit can be printed from a home computer and mounted onto thicker card as specified in the instructions.

Once downloaded, kits can be printed multiple times. The structures on the layout have been designed such that the entire layout can be safely 'flat-packed' back into the boxfile (as pictured, inset).

Suggested track plans and boxfile cutting templates are also included (track parts and a donor boxfile are



required). Although intended primarily for OO, the kit can be used as the basis of a OO9 model.

A steel barge kit is included as part of the download and pre-formed tarmac infills are provided to suit items of Peco track; the OO option utilises a single



small radius Y point. Optional additions to the layout can include Brassmasters etched window frames, a small yard crane (such as Peco Lineside ref.LK-35) and Ratio spear fencing (ramps and gates, ref.435). For further details:

www.scalescenes.com

Heljan plans more 'Hoovers' in O

The Danish manufacturer Heljan is planning a second run of its O gauge Class 50 model – a sample of which we reviewed in our February 2020 issue.

This second run will include further quantities of un-named and -un-numbered models in refurbished BR blue and standard large logo blue (with grey roof) liveries, together with a variation of the large logo blue livery with black roof (as applied to some class members in the 1980s). There will be a named, numbered and weathered version presented as 50 036 *Victorious* in final condition large logo livery with red bufferbeams and NSE flashes.

Heljan will also fill a gap in the Network SouthEast story with a model in the early light blue variant of revised NSE livery. The manufacturer will also cater for the departmental scene with a heavily weathered model of DCWA (BR Civil Engineer Western Region locomotives) pool stalwart 50 019 *Ramillies* in 'Laira blue' with grey roof and cabside numbers.

In addition to Heljan's main range versions outlined above, the retailer KMS Railtech has commissioned a re-run of 50 049 *Defiance* in its current GBRf livery together with, for the first time, GBRf-liveried 50 007 *Hercules* in its current split identity guise (numbered on one side as 50014 *Warspite*). For further details about these KMS exclusive versions, go to:

www.kmsrailtech.co.uk

All models will have the same technical specification as the first batch of Class 50s. The suggested retail price (SRP) is £699.00 for pristine locomotives (factory weathered models £729.00). Delivery is expected in mid-2021.

Factory-decorated sample of all-new Class 25 in OO

Heljan has unveiled the first factory-decorated sample for its all-new Class 25 model in OO, plans for which were first announced in our September 2018 issue.

Depicting BR green D7647 in 'as delivered' condition, this sample (ref.2530) depicts one of the 12 versions that are being released, which cover the entire BR career of these Sulzer Type 2s. The other versions (details of which have changed since the model was first announced) comprise: ref.2531 D5244 in BR two-tone green with small yellow panels (weathered), ref.2532 D7550 in BR two-tone green with full yellow ends, ref.2533 D7661 in early BR blue with small yellow panels), ref.2534 D7667 in BR blue with full yellow ends, ref.2535 25252 in BR blue (London Midland region), ref.2536 25155 in BR blue (Western region, weathered), ref.2537 25093 in BR blue (Scottish/London Midland



Bob Alderman

Bob Alderman, who was very well known across the hobby, passed away on 10 July 2020 following a long illness. He was acknowledged as an innovative and prolific railway modeller working in 4mm EM gauge and latterly, in O gauge. Many of his personal and joint modelling accomplishments have appeared in the pages *RAILWAY MODELLER* since the late 1970s. He was one of those rare enthusiasts who could turn his hand to almost any of the hobby's disciplines, be it baseboard design, scenic activities, working with etched brass, or creating extraordinary electro-mechanical accessories.

As an inspirational modeller he passed on his skills and knowledge via books, magazine articles, tutoring on the Missenden Abbey Model Railway Courses, and through contributions to both the Gauge O Guild and EMGS manuals. He was also a former chair of the Technical Committee of the Gauge O Guild.

Originally from Northamptonshire he moved to Montacute in Somerset to join Westland Helicopters in Yeovil where he pursued a career in the design office. He was a founder member of Yeovil Model Railway Group in 1974 and for many years its honorary secretary. During his membership he was responsible for the design and construction of much of South



region), ref.2538 25912 *Tamworth Castle* in BR 'ice cream van' livery, ref.2539 D7672 *Tamworth Castle* in two-tone green railtour condition, ref.2540 97250 'ETHEL 1' in BR blue/grey and ref.2541 97252 'ETHEL 3' in InterCity livery.

There is also a further model being produced exclusively for TMC, depicting 25102 in mid-1970s BR two-tone green with full yellow ends – contact TMC for more details.

It should be noted that the sample is subject to correction before production gets underway. However, Heljan has stated that this sample features refinements over previous tooling samples, including the removal of bolt heads from the wind-screen frames and tail light surrounds. Delivery to UK retailers is planned for the fourth quarter of 2020.

First look at Class 56 in O

The manufacturer has also published photos showing a hand-painted sample for its forthcoming 7mm scale Class 56 model, plans for which were first announced in our October 2018 issue. It should be noted that certain corrections are to be made prior to production of the models commencing.

Eight versions are planned (all supplied un-numbered, except where stated): ref.5600 BR blue, ref.5601 BR large logo blue, ref.5602 Railfreight large logo grey, ref.5603 Railfreight Red Stripe, ref.5604 Railfreight three tone grey (unbranded), ref.5605 Railfreight Coal Sector grey 56101 *Mutual Improvement* (weathered), ref.5606 Railfreight Construction Sector grey 56110 *Croft*, ref.5607 Loadhaul black/orange.

Delivery is planned for early 2021.

www.heljan.dk



Junction, a large EM gauge layout, and later; *Gasworks* in O gauge (RM April 1997) and *The Summit* (RM April 2016); both of which clinched for the club the respective years' RAILWAY MODELLER Cup.

His personal modelling preferences usually embraced industrial and light railway subjects and even during the years in which he was impeded by the advance of Motor Neurone Disease, he built and exhibited *St Martin's Wharf* (RM June 2018), and, thanks to the dedication and assistance of his fellow modellers completed *Hobson's Brewery* (RM February – April 2020).

Other published work, *Modelling Musings*, can be found on the YMRG website at: www.yeovilrmg.org/modelling-wisdom/ but Bob would probably see his most lasting testimony as his involvement with the full size steam locomotive – A1 No.60163 *Tornado* – along with fellow Westland engineer and YMRG member, Dave Elliot.

He leaves his wife Sheila and their two children David and Ruth. A kind and decent man, always ready with thoughts and a compliment, he'll be much missed.

Ed – Our thanks to Adam Chapman, Dave Sapp and the Yeovil MRG website for help with preparation of this obituary.

In brief

Rapido Trains UK vacancy

The Canadian model manufacturer Rapido Trains is inviting applications for an Operations Manager to head a UK-based limited company that it is in the process of establishing. Rapido Trains is planning to expand its involvement in the UK model market, with announcements expected during the course of 2021 for new British-outline models. For a full job description send an email (with covering letter and CV) to:

email: trains@rapidotrains.com
www.rapidotrains.com

A virtual tour at Pendon Museum

Pendon Museum in Oxfordshire currently remains closed. However, it has made a virtual tour of its Vale Scene freely available via its website. The 4mm scale model, which has so far taken 50 years to construct, depicts the landscape, buildings and trains in the Vale of the White Horse around 1930. Each section of the tour includes a detailed description complemented with high-resolution photographs, audio commentary and video clips. To find out more:

www.pendonmuseum.com

TCS now taking phone orders

In the news pages of our May 2020 issue we advised that the American company Train Control Systems (TCS) had opened a new UK office in Bromsgrove. The manufacturer of digital decoders and control systems (see our review of its Universal Wi-Fi throttle in the same issue) is now able to receive orders by phone. Customers who wish to order and pay for TCS products via this method (instead of through the website) can do so by calling the number below:

Tel: 07497 389 826
www.tcsdcc.com

Downloadable kits to support charities

Two members of the winning team from series two of Channel 5's *The Great Model Railway Challenge* have launched a website selling downloadable kits – with 75% of the profits being donated to charities. The website, created by the Railmen of Kent's Nik Wilson and Nick Garner, has a range of kits designed by 'Uncle Nik', who impressed the GMRC judges with his renditions of St Pancras International, The Great Northern Hotel and Hogwart's Castle. In stock now is an interpretation of The Great Northern Hotel, which can be downloaded for £2.50, together with a free starter kit model of a row of traditional houses.

www.uncleniksrailwaycompany.com

Coming next month

October 2020 –
Out 10 September

Bevois Park & St Denys
Early 90s Southampton suburbia in N

Railway of the Month

Fry's Somerdale
A taste of this Keynsham chocolatier

Narrow gauge to Axebridge
Paul Windle's latest essay in 009

inside

• **THE STATION HOTEL**
A model of a grand hotel in Fife, scratchbuilt in 4mm

• **HYDE LANE**
A compact diesel depot in O inspired by memories of Healey Mills

• **Arnside**
The contemporary scene in Cumbria, modelled in 00

plus all the regular features

Latest Medway Queen wagons in 00

The latest pair of promotional wagons to be produced by the Medway Queen Preservation Society, which will raise funds to go towards the restoration of the paddle steamer Medway Queen, commemorate the ship's role in the Dunkirk evacuation of 1940. The Dapol 00 gauge van models – available in a choice of dark brown and maroon – are priced £12.90 each. UK P&P is charged at £3.75 per order.

For an extra £8.00, a copy of a new 76-page A5 book titled *HMS Medway Queen Memories of Dunkirk*, can be added to your order with no extra postage charge.

To order by post, send a cheque payable to 'R. Halton' to: 2 Drury Close,



Hook, Royal Wootton Bassett SN4 8EL.

For further information, including overseas posting prices and other queries, contact Richard Halton by email or

telephone:

email: richardhalton1502@gmail.com

Tel: 01793 851 096

www.medwayqueen.co.uk

More high profile event cancellations

Guildex to go 'virtual' for 2020

Following the news in our August issue that this year's Warley National Model Railway Exhibition has been postponed until 2021, we have received cancellation notices for further high-profile events that were due to take place during the coming months.

Amongst these is the Gauge O Guild's annual flagship exhibition, Guildex, which was due to have been held this year on 29 & 30 August. The Guild's management committee took the decision on 26 June to cancel the event, in the interests of the health and safety of all exhibitors, organisers and visitors.

Guildex 2020 was to have been the last year at Telford International Centre. Plans are already in place for next year's Guildex event, which will take place on 3 & 4 September 2021 at a new venue – Bingley Hall on Stafford County Showground.

This venue offers more than 6000sqm of exhibition space, ample

free parking and many other facilities.

The Guild is planning to stage a 'virtual' O gauge show on Saturday 31 October 2020. Preparations are reported to be progressing well and updates will be posted on the Gauge O Guild website:

www.gaugeoguild.com

End of Derby Roundhouse shows

We have also been advised by the Mickleover Model Railway Group that next year's Derby Model Railway Exhibition has been cancelled, which was due to take place on 8 & 9 May 2021.

For the last five years the event has taken place in The Roundhouse which is part of Derby College. The college recently informed the group that it is cancelling all future events already booked at the venue and will no longer be offering the venue for events in the future. This, the venue advised, is due to the uncertainties around the current health crisis, the restrictions on mass

gatherings and a decision to focus on its core function as a college.

MMRG has decided that it is not feasible to find an alternative venue in time, current uncertainties notwithstanding. However it hopes that the Derby Model Railway Exhibition will return at some point in the future.

No SWING in 2021

The South Down's Area Group of the 7mm Narrow Gauge Association has announced that its annual exhibition – SWING – planned for Saturday 22 May 2021 has been cancelled. Uncertainty surrounding the current Covid19 crisis has been cited by the organisers as the reason for their decision.

However, the group has confirmed that SWING (an acronym for 'Small and Wonderful Industrial, Narrow Gauge and light railways') will return with an event already planned for Saturday 21 May 2022. Refer to the group's website for further details:

www.swing.model-railway.org.uk

Rails of Sheffield reveals livery artwork for Brown-Boveri gas turbine No.18000 in 00

The model railway retailer Rails of Sheffield has reported that livery artwork has been approved for the 00 gauge models of the Brown-Boveri gas turbine prototype No.18000, which are being produced in collaboration with the Danish model manufacturer Heljan.

The project was first announced in our January 2020 issue, with first body tooling samples previewed in our June 2020 edition. Decorated samples are now awaited, whilst delivery is planned for late 2020.

Three versions of the model are being produced: BR gloss black with silver trim (c.1949 – 56); BR lined green with early emblems and orange/black waistband (c.1956 – 57) – not illustrated; and BR lined green late crests and orange waistband (c.1957 – 60). Differences between the prototype loco-



motive 'as built' and as modified during the 1950s have been incorporated into the tooling; roof, cab front and grille details will vary between the BR black and BR green versions.

Available DCC ready (priced £199.99 each), pre-orders are now being taken (£30.00 deposit required) via the retailer's website:

www.railsofshffield.com

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.

November issue deadline: September 1st

MEETINGS

The following meetings were notified as suspended or cancelled at the time of going to press. Please check the current status.

Thursday 3 September - 19:30
The Great Central Railway Society (Sheffield branch)
 What remains of the Great Central Main Line Today? by David Hanger.
 Meeting suspended.
Contact: Bob Gellatly 01909 565763 or gcrs@talktalk.net
www.gcrsociety.co.uk

Monday 7 September - 19:30
Peak Rail Association (Sheffield branch)
 Trains, Trams, Trolleys and Trivia by Frank Greaves.
 Meeting suspended.
Contact: Dave Sharp 0114 274 5478 or d.sharp@sheffield.ac.uk
www.peakrail.co.uk/sheffieldbranch

Tuesday 15 September - 19:30
The Grimsby & Cleethorpes Railway Group
 GWR Broad Gauge by Ken Grainger.
 Meeting suspended.
Contact: Stuart Blackburn 01472 505853 or sc.blackburn@ntlworld.com
www.gcrsociety.co.uk

Tuesday 15 September - 19:30
The Leicester Railway Society
 The East Coast Main Line in Recent Years by Stephen Gay
 Meetings suspended.
Contact: Stephen Hewitt 0798 000 8370 or stephensignalman@talktalk.net
www.leicesterrailwaysociety.com

EVENTS

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.

The following events were not cancelled as of the time RAILWAY MODELLER closed for press. Please check the current status.

At the time of going to press we had no notifications of any ongoing events.

CANCELLATIONS

Saturday 29 & SUNDAY 30 August
TELFORD, Shropshire
Organiser: Gauge O Guild – Guildex.
Contact: www.gaugeoguild.com

Saturday 5 September
TADWORTH, Surrey
Contact: stuart.robinson27@outlook.com

Saturday 5 & Sunday 6 September
Chatham, Kent
Organiser: Medway Model Show.
Contact: George.Marcas@tfl.gov.uk

Saturday 12 September
ROMILEY, Greater Manchester
Organiser: Romiley Methodist Railway Modellers.
Contact: pickupgoods@hotmail.com

Saturday 12 September
COMBERTON, Cambridgeshire
Organiser: Cambridge MRC.
Contact: n48chapman@aol.com
 This event is planned to be replaced with a virtual model railway show via the club's YouTube channel. For details visit: www.cambridge31a-mrc.org.uk/

Saturday 12 & Sunday 13 September
Leamington Spa, Warwickshire
Organiser: International N Gauge Show
 Meridienne Exhibitions Ltd.
Contact: avril@meridienneexhibitions.co.uk

Saturday 12 & Sunday 13 September
WOKING, SURREY
Organiser: Railway Enthusiasts' Club.
Contact: rec.exhibition@ntlworld.com or
 Kevin Fry: kayjaye@ntlworld.com
www.recexhibition.org.uk/

Saturday 19 September
WILLAND, Devon
Organiser: Trent Valley MRC.
Contact: cvmrc@hotmail.co.uk

Saturday 19 September
SHENFIELD, Essex
Organiser: Mid Essex MRC.
Contact: David Zelly 07973 382916
www.MidEssexMRC.org

Saturday 19 September
LICHFIELD, Staffordshire
Organiser: Culm Valley MRC.
Contact: michaelchapling@btinternet.com

Saturday 19 September
BIRMINGHAM, West Midlands
Organiser: European Railways Association.
Contact: www.eurorail.org.uk

Saturday 19 & Sunday 20 September
SHIPLEY, West Yorkshire
Organiser: Shipley Model Railway Society.
Contact: www.shipleymrs.org.uk

Saturday 19 & Sunday 20 September
LEIGH, Greater Manchester
Organiser: Leigh Model Railway Society.
Contact: tomm65b@blueyonder.co.uk

Saturday 26 & Sunday 27 September
AYLESBURY, Buckinghamshire
Organiser: Scalefour Society.
Contact: www.scalefour.org

SHOW MEMORIES – Guildex, Telford 2012



▲ The huge Gauge O Guild annual extravaganza at the Telford International Centre has been a pilgrimage for modellers in the 'senior scale' for over 20 years and was nearly always held in the first weekend of September. This year the Guild is planning a virtual show on 31 October (see news item on the previous page) but even before the impact of the health crisis forced its cancellation, 2020 was to be the final year at the TIC, the Guild having secured Bingley Hall at Stafford County Showground for 2021. This view shows visitors circulating at the 2012 event in Telford; towards the back, centre left, the grey foundry building is on Ian Blackburn's Rhydwyn Fawr Steelworks (RM June 2013), whilst centre right, is the operators' view of Martin Smith's Marske (RM March 2014). Photograph by Steve Flint

RAILWAY MODELLER

Opportunity Yours

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Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

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COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

MODEL EXCHANGE. Tel: 07580 065 017.
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NEW WEBSITE: www.zetlandmodelrailways.co.uk
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Trade Sales Books

SPECIALIST IN OUT OF PRINT RAILWAY books, timetables, photographs, official publications and relics. Lists welcome. Visitors by appointment. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

MIDDLETON PRESS - PUBLISHED 25 JULY. Derby, Ilkeston, Nottingham - recently published, Ambergate to Mansfield, New Mills to Sheffield, Nottingham towards Kirkby in Ashfield. All albums £18.95 FREE P&P each (UK) MAIL ORDER SERVICE. Cheque, Visa or Mastercard. Write or telephone for latest brochure. Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ.

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Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk
Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

MODEL RAILWAYS WANTED - ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID. Layouts dismantled. Telephone: 01924 824 748, anytime. Send your lists to: GOING-LOCO, 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF email: goinglocomodels@hotmail.com

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. DARREN COOPER. Tel: 01254 234 017 & 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

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WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT – DORSET RAILS, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314. Email gambiacat@tiscali.co.uk

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Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place September/October – please visit website for details. **PLEASE NOTE** - Because of the present situation this will be an **INTERNET ONLY AUCTION** plus our usual commission and phone bids. We have a good selection of model railways many unused, also many other various toys and models. Our buyers premium will remain the same at 14%. For further information please visit our website: www.uktoyauctions.com. Phone: 01270 652773, 07484 670385.

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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 331329, michael.watts01@btinternet.com

O GAUGE ITEMS – DAPOL 0-6-0 TERRIER (WADDON STROUDLEY) COLLECTORS CLUB SPECIAL, DCC £165. 2 Skytrex coal wagons £15 each. 2 Slaters coal wagons with coal loads £25 each (plus postage). Please ring for further details and photos, telephone: 07930 377 167.

'MODEL RAILWAY NEWS' MAGAZINE COLLECTION, Vol.27 1951, to Vol.38 1962 inclusive, published by Percival Marshall & Co. Good condition. Some years complete, others mostly complete with some months missing. For full list, email: jerryoreilly@btinternet.com - All offers considered.

2 x ALPS/OKI DPS5000 DECAL/INK & FOIL PRINTERS, MINT UNUSED CONDITION + 50 inks £1800 each with 25 inks - courier delivery extra or customer collect. Telephone Gary, 07535 449 700 or barydys@gmail.com

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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, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. 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.

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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

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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 LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

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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.

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GRAHAM FARISH N GAUGE LONGMOOR MILITARY RAILWAY PACK - MINT BOXED. Telephone David, 01480 496 623 (evenings).

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.

September 2020

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Please insert the following advertisement under the section headed:

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CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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Please send this completed form and remittance to:

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Alternatively you can telephone: 01297 21542, fax: 01297 20229 or email: classifieds@peco.co

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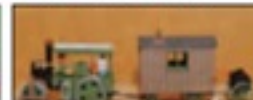
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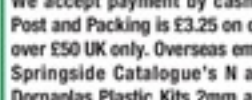
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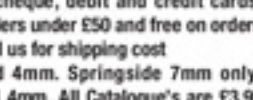
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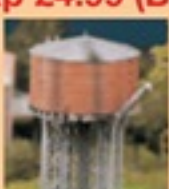
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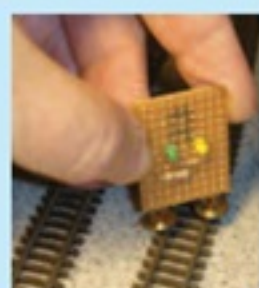


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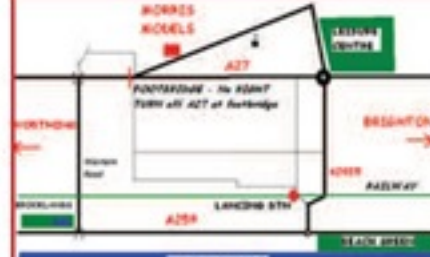
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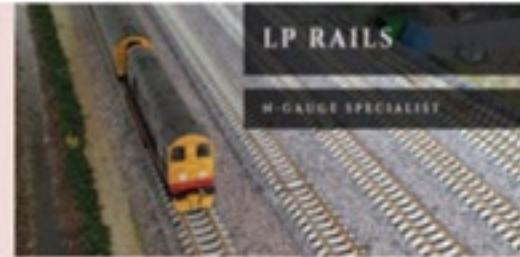
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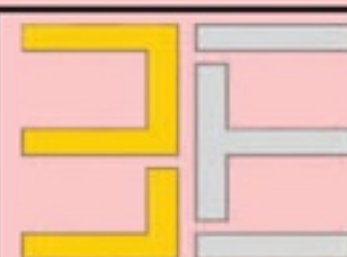
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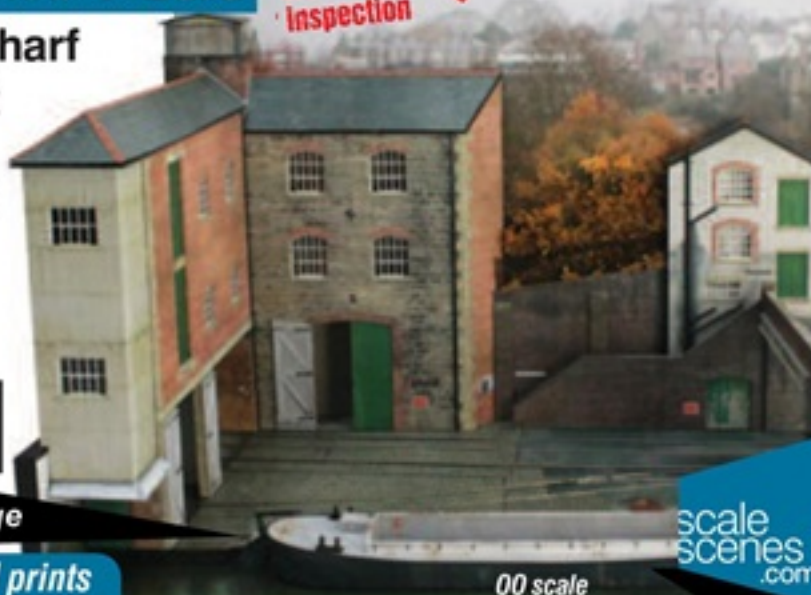
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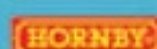
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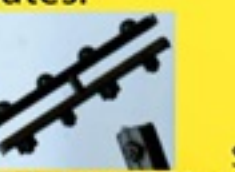
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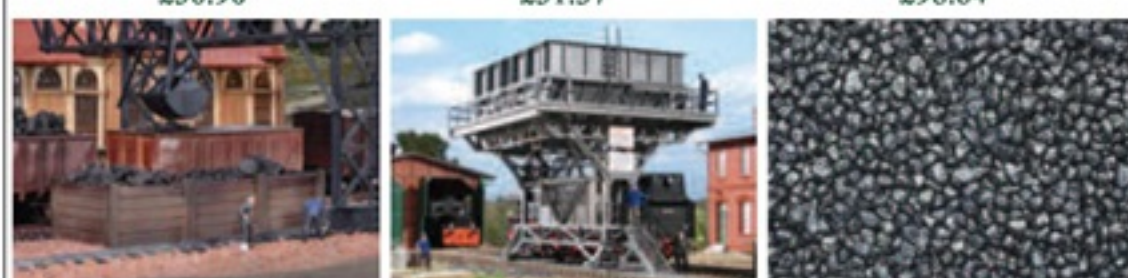
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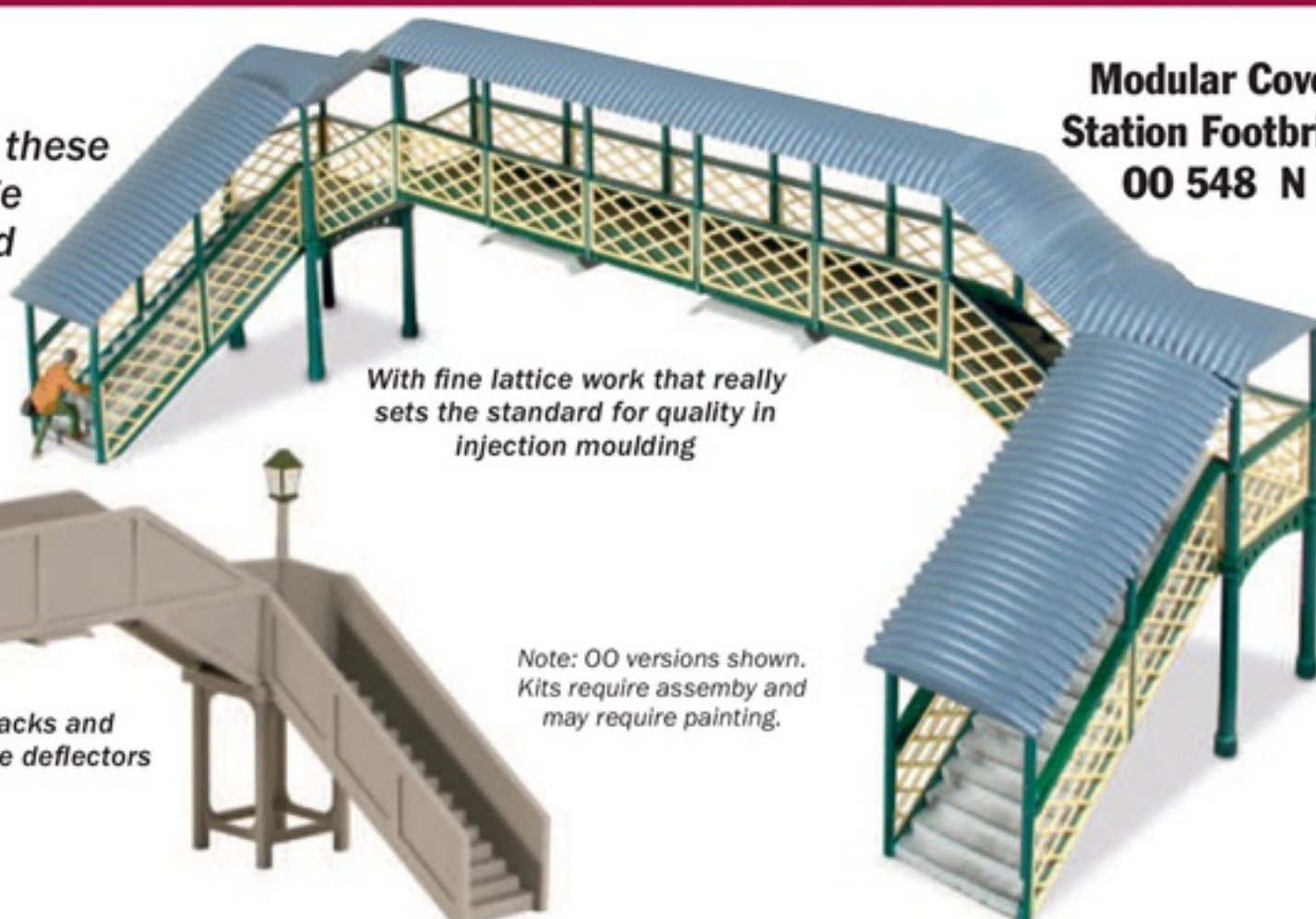
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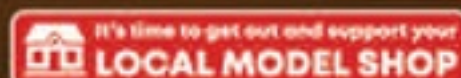
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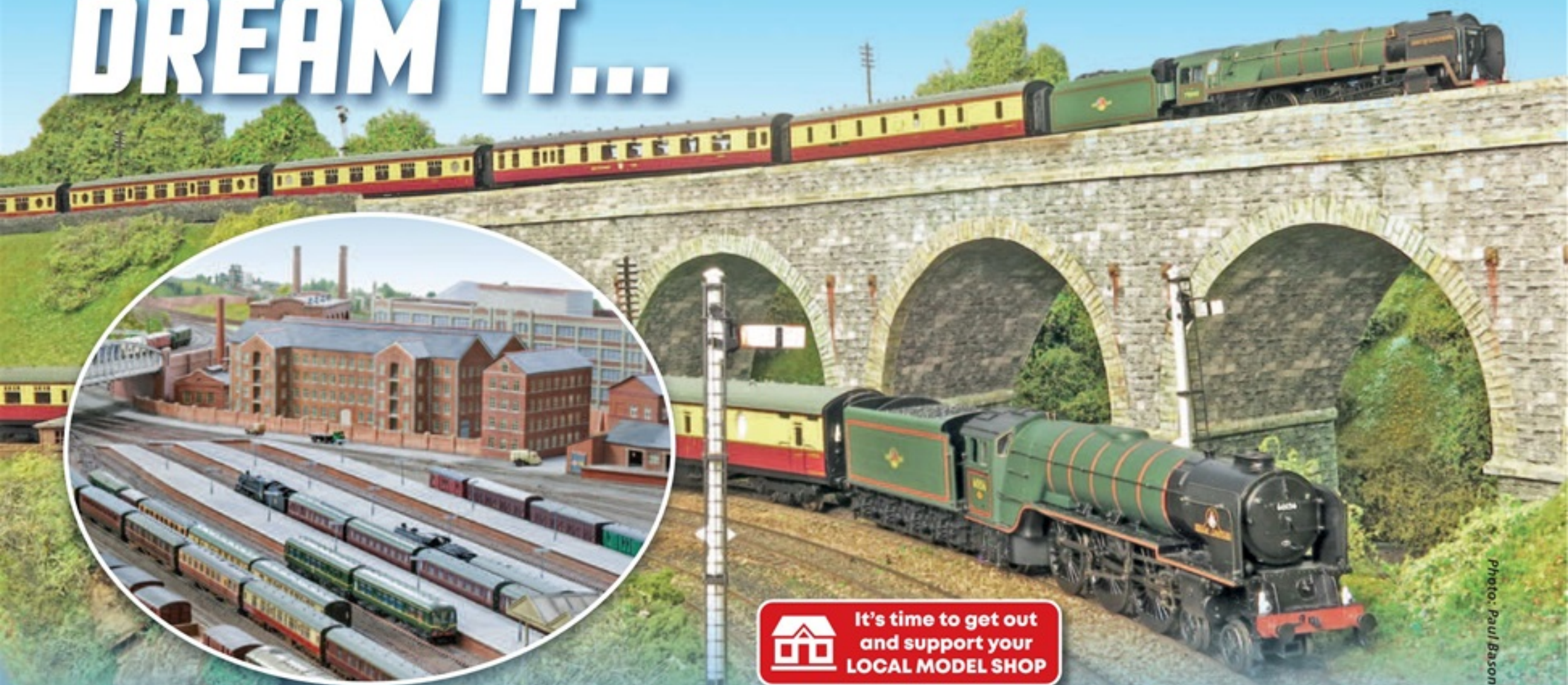


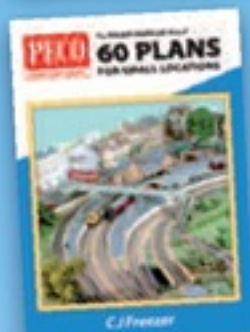
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C

Cadeas Garden Railway Designs44a
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12a, 13a, 14a, 15a, 16a & 17a
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L

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M

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N

N Gauge Society49a

O

009 Society www.009society.com50a
 Osborn's Models, Bideford
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P

Paignton Model Shop **A**44a
 Parr's Lowestoft **E**45a
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 PECO Lectrics Twistlock62a
 PECO Modellers Library56a
 PECO 00960a
 PECO Parkside Models18a
 PECORAMA Shop58a
 PECO Streamline64a
 PECO Subscriptions68a & 69a
 The Ivo Peters Collection51a
 Peters Spares, Middlesbrough **F**52a
 Phoenix Precision Paints Ltd
www.phoenix-paints.co.uk53a
 Platform 3 Models www.platform3models.co.uk45a

Q

Quality Cork Supplies (M)49a

R

Rails, Sheffield www.railssheffield.co.uk **F**
27a, 28a, 29a, 30a & 31a
 Railway Modeller Binders/Slipcases43a
 Railway Modeller Subscriptions68a & 69a
 Railway Scenics www.railwayscenics.com46a
 The Railway Shop, Blaenavon **C**44a
 Ratio Plastic Models58a
 RECREATION21 www.rue-d-etopal.com44a
 Richardsons, Feltham, Middlesex
www.richardsons-retail.co.uk **B**44a
 Ron Lines Model Railways, Southampton **B**53a
 Roxey Mouldings (M)41a
 R & R Hobbies, Swansea
www.randrhobbies.co.uk44a

S

SAT Model Rail, Wickford, Essex
www.satmodelrail.co.uk49a
 Scalescenes.com50a
 Scalespeed (M)45a
 S & D Models www.sanddmodels.co.uk46a
 7mm Narrow Gauge Association50a
 Sharge UK www.model-traintrack-cleaner.co.uk42a
 Signal Box, Anstey **D**47a
 Signals Model Shop, Somerset **A**44a
 Simon's Trains, Devon
www.anythingnarrowgauge.co.uk **A**46a
 S and J Models
www.sandjmodelrailways.co.uk56a
 Smallbrook Studio www.smallbrookstudio.co.uk47a
 Smart Models www.smartmodels.co.uk50a
 South Eastern Finecast (M)
www.sefinecast.co.uk **B**50a
 South West Digital
www.southwestdigital.co.uk34a
 Sports & Model Shop, Dingwall, Scotland **G**44a
 Spot-On Models, Swindon **B**44a



Springside Models
www.springsidemodels.com41a
 Stockton Modeller www.stocktonmodeller.co.uk44a
 Sunningwell Command Control
www.scc4dcc.co.uk50a
 Sutton's Locomotive Workshop
www.sulzertype2.cominside back cover

T

Tennents Trains **D**56a
 TMC-Direct www.tmc-direct.com20a & 21a
 Topp Trains, Stafford **D**46a
 Tower Models, Blackpool
www.tower-models.com59a
 Townstreet (M)49a
 Track-Shack.com62a
 Trains4U.com, Peterborough
www.Trains4U@btconnect.com49a
 The Train Shop, Scarborough44a
 Train-Tech www.Train-Tech.com53a
 Transport Treasures, Aylesbury **B**46a
 Trident Trains, Walgerton, near Nantwich **F**44a
 Tutbury Models,
 Tutbury, Burton-upon-Trent **D**45a

U

Upstairs Downstairs, Isle of Wight
www.udlow.com **B**44a

V

Vectis Auctions Ltd www.vectis.co.uk59a

W

Wagon & Carriage Works
www.wagonandcarriage.co.uk44a
 Waltons of Altrincham **F**54a
 Warwick & Warwick Auctioneers & Valuers **D**22a
 White Rose Model Works **F**41a
 Wild Swan Books www.wildswanbooks.co.uk49a
 Wills Kits57a
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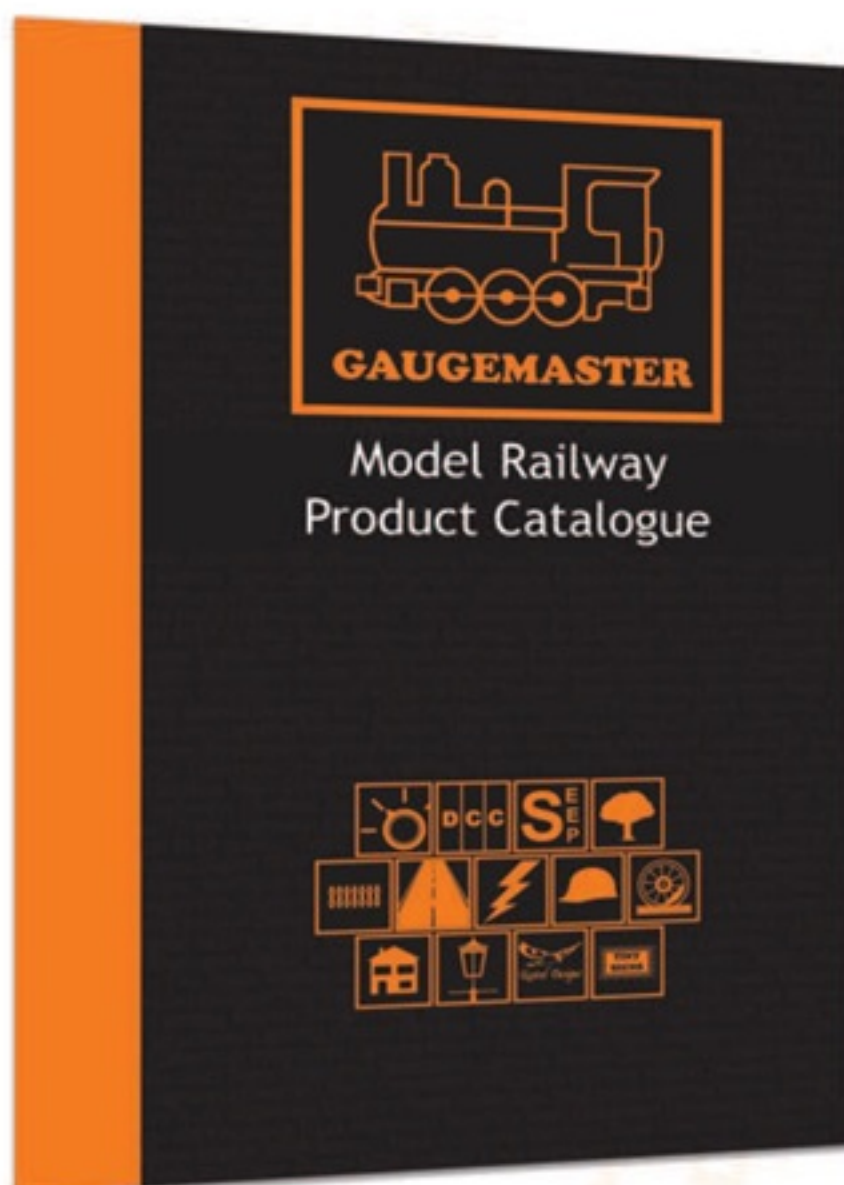
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